

SEAFARING

THE ORGAN OF THE SEAFARING CLASS.

A Weekly Newspaper for Seafaring Folk and their Friends.

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ONE PENNY.

AS OTHERS SEE US.

Resolution passed at meetings of seafaring men in London, Liverpool, Glasgow, Cardiff, Hull, Sunderland, Dundee, Shields, and other ports:—"This meeting pledges itself to support SEAFARING."

Ship Masters' and Certificated Officers' Union.

"Having the largest circulation in the world of any paper connected with shipping, SEAFARING is the best medium for advertising the wants of seafaring men."

Morning Advertiser.—"Able and smartly written."

Daily Chronicle.—"An ably conducted and interesting paper."

Reynolds's Weekly Newspaper.—"A bright little paper."

Literary World.—"Will be appreciated by all who go down to the sea in ships."

Coast Seamen's Union (San Francisco).—"Delightful and interesting, and a worthy champion of the sailors' cause."

Star.—"What sailors are interested in, and need to know, is culled from all quarters."

Liverpool Daily Post.—"Fast winning a foremost place under the title of SEAFARING. Most popular with seafaring people."

Liverpool Mercury.—"The variety of matter with which it is replete, and the information which it contains, justify its claim to be 'the organ of the seafaring class.'"

Liverpool Echo.—"Nominal price and multiform attractions."

The People.—"It will be useful to those in whose behalf it has been started."

The Democrat.—"Did useful work."

Seaboard (New York).—"Bears that peculiar, indescribable air that most newspaper men recognise as a warranty of long life and prosperity."

Weekly Budget.—"A career of much prosperity and usefulness."

Tonbridge Free Press.—"Interesting to everybody."

Mercantile Marine Service Association Reporter.—"A genuine ring about the articles, which are written in true sailor style."

Scottish Leader.—"Its sails are already filled with a favouring breeze."

Southampton Observer.—"Advocates the interests of seagoing folk with zeal and ability."

Western Daily Press.—"It is well conducted, and is full of original matter."

Eastern Daily Press.—"Something in its columns to suit even gentlemen of England."

Engineers' Gazette.—"Rapidly improving, both in quality and circulation."

Hampshire Independent.—"Well conducted."

Cork Examiner.—"Promises to be one of the most valuable of the class papers."

South Wales Echo.—"Well edited, and interesting."

YARNS.

CXIV.

THE PAVEMENT ARTIST.

I cannot feel that any good purpose would be served by recording my early days. Had there been anything bright, or pleasant, or hopeful in it, I would have told it, but there was not. Literally without opportunities, without education, without companionship,—for the companionship I might have had in plenty was loathsome to me—without that physical energy and force of will by which so many have broken the fetters which Fate had forged for them, I was as helpless, as sensitive, as suffering, as lonely a being as ever paced the crowded thoroughfares of the great metropolis.

Now, in a poor way truly, I have power of expression—then I had none. Yet, even to me the time came when I found delight in coarsely and crudely depicting some familiar object, and in making what seemed to me then a fair representation of something I had seen and noted. But I was deficient in the most elementary knowledge, and made little or no progress. However, the time came when I thought I would make an effort in colours, and, having watched carefully and closely a poor street artist at his work on the pavement, I began to practise myself in the same way, and under precisely similar conditions.

At length I acquired a certain degree of skill and proficiency, and then resolved to resort to the same method of procuring a livelihood as that pursued by the artist whose labours I had previously watched.

Time went on, and I gained experience—that is, I began to understand better the taste of the out-door public, and, like many another worker in higher spheres of labour, I gave the British public what it most desired. At first, being full of enthusiasm, and with, I believe, some real love of art, I tried to depict only what was imaginative and beautiful; but, though this kind of work was sometimes admired, it brought but little "grist to the mill," and so by degrees I became content to depict only those objects that were most common and familiar.

I had been at this work for some considerable time, and was tolerably well known to my poor patrons, who, I believe, paid very fairly for the little gratification I gave them. Still, it was poor work at the best, and many a winter's night I have crept to my miserable lodging, cold, hungry, and bitterly ashamed.

On one of these occasions, when I had not the means to pay for even the poorest meal, my heart full of bitter thoughts both as to the present and the future, I felt a man's hand laid firmly on my shoulder, but, as it seemed, gently. I turned, and by the friendly gas-light, I saw a pair of bright eyes looking earnestly into mine, and with

more tenderness and sympathy, I thought, than I had ever seen in any human eyes before. Presently he said, "Well, Chalks, you don't look very cheerful to-night."

"My name is not Chalks," I replied, "and I don't feel cheerful."

"Your name is Chalks," he retorted; "red, brown, green, blue, white, and black Chalks—you're well off for Christian names anyhow—and I shall, with your permission, always address you as 'Chalks.'"

I could not help smiling, for his cheeriness seemed to warm my blood and make it run faster in my half-frozen veins.

"Any name you please," I said; "one name is to me as good as another."

"That's right, Chalks; keep on smiling—it improves your features wonderfully. Go and have a good supper, Chalks; keep a stout heart, Chalks; and, in future, Mr. Chalks, work up your backgrounds more carefully. Good night, Chalks."

He thrust some money into my hands, and was gone before I could utter a word.

Many times afterwards I saw him, and always his manner towards me was the same—full of bantering kindness and humorous suggestion.

One night, as I was leaving my stand, he came to me and said, "I say, Chalks, that slice of ham of yours is not wholesome—you must give the British public something better. I'm afraid you don't work from Nature, and unless you do you'll never be a first-rate artist. Look here," and with that he brought out from the side-pocket of his pea-jacket a huge slice cut from as fine a ham as ever was cured. "Now look here, Chalks; take this home, study it carefully, make a drawing from it, and then have it cooked for your supper." At another time he would, in the same manner, bring me a slice from a splendid salmon, and tell me that I should draw it on the pavement next day all the better for having incorporated it with my physical system. What seemed most strange to me was this fact, that whenever business was good with me I saw nothing of him, but whenever it was bad he always made his appearance.

One memorable night I turned my head and saw him at my elbow.

"Well, Chalks, what's the state of the exchequer?" said he.

I knew his humour so well that I replied at once, "One shilling and a penny, sir."

"This won't do, Chalks—something must be done. Yes, by Jove, I'll do it! Why shouldn't I? What do I care for the world—or the world for me, for that matter."

These latter sentences were rapidly uttered, and as though he were thinking aloud. Turning to me, he said—

"Give me the chalks."

I handed them to him in silence and amazement, for he was deliberately turning

back the cuff of his coat over his wrist, like one preparing for work.

"Now, Chalks, you mind the shop, and I'll go to work. Don't speak to me, or let anyone interrupt me."

And with that he knelt down, selected the largest and best stone, cleaned off several of my own efforts, and began to sketch with a rapidity and precision of which I then knew nothing, and which I have never since seen equalled. How light and delicate were the movements of his hand, and yet how firm and decided! To me it was a revelation. I had admired, at a distance, the beautiful creations of many artists, but I had never actually seen a work developed under the artist's hand.

In an incredibly short time (so I felt it) a beautiful picture had sprung into light and life; it was an autumn sunset, with such a glow of rich colour as it seemed to me impossible to evolve from such materials.

"How do you like it, Chalks?" said he, brushing the dust and dirt from his hands. "Do you think the British public will care for it?"

The British public had already begun to express its appreciation of the fine work at its feet, for two or three persons pressed forward and offered small coins to the artist. He turned to me with a comical smile, and said, "Here, Chalks, you must be cashier. I shall only spend it in waste if I take it. Good-bye for the present, and good luck. I shall be back about shutting-up time for my share of the spoil."

With that he went away, leaving me with much food for reflection.

That was a remarkable night in my history. That night the money came in very freely; and if it had not been for the parting words of my friend, or patron, I think I should have gone away, so humiliated did I feel when I regarded my own wretched efforts. But he *might* be poor, like myself; who could tell? So I stood my ground as usual, and accepted thankfully whatever was offered to me.

And now comes the most singular episode in my humble history. It was getting very late, my spectators had dispersed; and just as I was wondering whether *he* would return that night, my attention was attracted by two gentlemen who were walking towards me, and who were talking somewhat loudly. One of them threw me a sixpence, when the other exclaimed, "Good heavens! Look here, Mark."

"Very good," said the other; "very good indeed. I've seen many a worse picture on the line."

"What do you mean, sir, by defrauding the public in this manner? *You* did not make that sketch. I tell you, sir, you are obtaining money under false pretences."

All this was said with the greatest good humour. Some whispering between the friends went on for a time, and then, addressing me again, the former speaker said, "Come, now, tell us who did this?"

"One of the best and noblest men on this side of heaven," I replied.

"Ah!" said he, drily. Then he sang quietly, as though he were thinking—

"This world is full of beauty,
As other worlds above,
And if we did our duty,
It might be full of love."

"His name you said was —?"

"I do not know his name," I replied; "he has never told me. I only know him as the best and kindest friend I ever had, or can have, in this world."

"Then I'll tell you who he is when I have described him to you."

And with that he gave me an exact description of my friend's personal appearance, his mode of dress, and manner of speaking.

"Is that correct?" he asked.

"Perfectly," I replied; "but perhaps he would not wish to have his name divulged."

"Perhaps not. Well, my friend, here's a sovereign for you. Bring that stone to my house," said he, jocosely, "and I will give you a cheque that will make you open your eyes very wide indeed. Here's my card."

With that they walked away, and immediately I saw my friend walking leisurely across the road, smoking a cigar. Evidently he had been a silent witness of the little scene just narrated.

"Well, Chalks, how have we been getting on?"

"Splendidly," I said; and with that I emptied my pockets into his hands. He took all the money, with a very humorous expression on his face the while, and then I narrated the conversation that had passed.

For a moment he reflected.

Then, turning to me, he said, "Chalks, I haven't many friends, but I reckon you amongst them. We'll play out this little comedy together. He shall have the stone — by Jove, he shall. Have you got a piece of string?"

I found a piece, and he carefully measured both ways the stone on which the sketch was made. Then said he, "Blow out your lights, but don't go away until I come back."

I saw him hail a cab, and away he rattled at great speed, leaving me to think over the events of the evening, and to wonder how it would all end.

In less than an hour the cab was pulled up again at the same spot. My friend alighted, and after him two stalwart men, who lifted from the cab a paving-stone exactly the size of the one he had measured. Under his directions, and with his assistance, they prised up the stone on which the sketch was drawn, placed it carefully in the cab, and dropped the other into its place. The workmen walked off with their tools in a merry humour, and we drove together to the house of the gentleman who had given me his card. I afterwards learned that my friend had, when he went away in a cab, driven off to a friendly stonemason and procured from him all the assistance necessary to carry out the project he had in view.

When we drove up to the door of Mr. Fairland (for that was the name on the card), I rang the bell, and to the servant who answered I presented the card that had been given me, with these words now written in pencil thereon by my friend—

"The stone is yours, come out and look—
A leaf, fair sir, from your cheque book."

In less time than it takes to tell there was a hurrying of feet down the staircase into the hall, and out into the street, and my friend was embraced most warmly and affectionately all round. The picture was lifted tenderly and carefully out of the cab and carried into the drawing-room, where it seemed to gain new life and beauty. A cheque book was produced, and a cheque drawn by Mr. Fairland, which he handed to my friend, who handed it to me.

After that I returned to my old life no more. I entered the studio of Philip Harrington—for that was my artist friend's

name. He said I had a good face and figure, and would be useful to him. So sometimes I was his model, delighted to serve him in the humblest manner; at others the diligent student, forming my style upon his, and never so highly complimented or flattered as when told that my pictures were servile or slavish imitations of his. And so we lived together for some years until Death parted us; and then the light of my life was obscured for a time. Then I married, and my life altogether has not been an unhappy one. Nature denied me the genius she bestowed on Philip Harrington, but, through the exercise of his love and goodness, the little talent I had was developed, and I have been able to provide all that was necessary for the comfort of those who were near and dear to me.

THE TWO GHOSTS:

CXV.

I am a Victoria Cross man, and in serving Her Majesty in many parts of the world have acquired the sobriquets of "Brave as a lion," "Cool as a cucumber."

I was on a six weeks' tour through Normandy, and after having got through a month's trudging in a most enjoyable fashion found myself at the old town of Evreux. I had not intended to make more than one night's stay there, but on awakening in the morning I was disgusted to see such a steady tropical downpour of rain that I felt it would be foolhardiness to leave the shelter of mine inn and brave the wrath of the elements, which might make themselves felt in the shape of rheumatism, or in a return of an old *ague* I had contracted in India. There was nothing for it but to sit and watch the cold, damp outer world from the window of my comfortable room. Through a grey curtain of steamy mist I saw, and pitied, the drenched and shivering wretches whose vocations forced them to leave the shelter of their homes on this vilest of days, and, as each soaked individual passed my window, I mentally ejaculated a sentence of Max Adeler's, "You have to work for your dinner, poor damp sinner!" Alternately smoking and moralising, and occasionally doing a little bit of anathematising, I managed to kill the time until my mid-day meal was announced. Although ill-temper and a sense of captivity had destroyed my appetite, yet I sat down to the meal as a means of getting rid of a little more time, and had just helped myself to soup, when a slight bustle in the courtyard announced the arrival of a new guest. I listened for a few moments to the sound of voices, conspicuous amongst which was the loud, hearty one of my buxom landlady; then with waning interest, I turned once more to the good things before me. Presently the heavy tread of "Boots" informed me that he was conveying the traveller's luggage upstairs and carrying on a conversation with him at the same time. As the stranger's voice came nearer, the tones struck me as being so familiar that I rose, and, opening my door, came face to face with my old friend, Hillyer.

"Well met!" I exclaimed, as I seized him by the hand, and, in my ecstasy at meeting an old chum, nearly dislocated his wrist.

"By all that is extraordinary," he ejaculated, "you, Conyers, are the last man I expected to meet in this dreary place!"

"Come into my room," I said. "I have only just begun lunch, and the soup has not had time to cool." Thus speaking, I pushed him in, and the delight of his companionship restored me to the height of amiability and added largely to my appetite.

Hillyer was a brother-officer of mine, who enjoyed with me an equal reputation for courage and daring. We had been together in many a hard-fought field and had simultaneously received the V.C.

At last, the thought struck me that, after having been in Hillyer's society for nearly three hours, I had as yet forgotten to ask him whence he came and whither he was going. I put the question to him, and added a hope that we might be able to make our arrangements so fit in as to travel together.

"There is nothing to prevent us," answered Hillyer, "except that I must go up to Paris by this evening's train. However, I can transact my business there early, and be back here to-morrow night." "Stay!" he added, "I was nearly forgetting that I am pledged to unravel a

ghost mystery at a little place called Ditou, about 30 miles from here."

"A ghost mystery!" I exclaimed, laughingly. "Whatever has induced you to lay yourself out for that kind of thing?"

"Well," he answered, "it is in this sort of way. I have a cousin who is second cousin to a third cousin of the noble family of Morbleu of Ditou. This ancient and illustrious race possess the chateau of Ditou, which is fearfully haunted, so much so that no one will venture to live there. My cousin one day chaffingly said that if a V.C. man could be got to sleep for a night in the castle it might serve to lay the ghost and rehabilitate the good name of the place. In the same spirit I laughingly replied that I would seek a midnight interview with the restless demon whenever I happened to be in the neighbourhood, and the cousin, hearing that I was about to 'do' Normandy, wrote and reminded me of the promise. Now, what say you to our both taking up our quarters there to-morrow night? If you consent, instead of my coming back here from Paris, I will join you at the only inn of Ditou."

"I assent with all my heart," I replied.

I arrived at Ditou about noon the next day, and having deposited my traps at the inn, proceeded up a wooded incline towards the chateau, with the intention of letting the old janitor, who occupied two rooms in the building, know that myself and a friend would have the temerity to sleep there that night.

The lords of Ditou, it appeared, had been a very bad lot! One of them had been a Crusader and had brought back with him a brace of Saracen wives. His French wife naturally resented this, but her husband effectually curbed her anger by strangling her. At least, he thought he had succeeded in silencing her fiery tongue, but she, with a woman's usual wit, found that she could annoy him even more from the spirit world than she could whilst on this mundane sphere. And she did. She made his life a burden to him by appearing at his bedside every night with one hand pointing to the purple line of strangulation around her neck, while her sunken eyes glared out unutterable torments, and her bloodless lips seemed to shape most awful maledictions. Her lord got tired of this at last, so one day he drank more wine than was good for him and then threw himself from the battlements. This charming couple, my informant said, still regularly performed the strangling scene and the leap from the castle every night. In addition to these ghosts, there was another, but much more modern; indeed he only dated from 1793. Although he had not the odour of antiquity, yet he made up for this stigma in bloodthirstiness. This gentleman, whose name in the flesh was Claude Morbleu, became a rank revolutionist, during the upheaval of society in 1789. His cruelties are still handed down in the village of Ditou, and every inhabitant for miles around still execrates his memory. Whilst the infamous Carrier was perpetrating his atrocities at Nantes, Claude Morbleu was savagely imitating him at Ditou by hunting down the Royalists and consigning them to *noyades* in the little river that washed the base of his chateau. Amongst a batch of prisoners brought before him was the daughter of an old and intimate friend of the Morbleu family. Her judge had long been in love with her, but she had rejected his addresses and had, only four months before her capture, married a royalist officer, who was at this moment also a prisoner at Evreux. Morbleu was aware of this fact, and his demoniacal hate prompted him to send for the husband, who was consequently forwarded to him. The whole circumstances of the tragedy will never be known, but it appears that Morbleu had the young couple taken into a private room, and then commenced to slowly hack the wretched husband to death before the eyes of his wife. Her shrieks were so awful that the soldiers on guard, hardened though they were by a long course of brutality, burst into the room and disarmed Morbleu. By some means, the young girl loosed herself from her bonds, and, seizing a sword, with maniacal fury gleaming from her eyes, plunged it into her tormentor's heart. Before the onlookers could prevent her, she had also stabbed herself and fallen dead across her husband's body. Claude Morbleu's spirit now wanders about the ancient chateau, and the malignant expression it is supposed to wear, is stated to kill the unfortunate beholder. Thus I ascertained that we had three ghosts to beware of—two of whom took their walks abroad exactly at midnight, whilst the third and most fearsome did not bestir himself until one o'clock!

I had arranged with the keeper of the castle to be there at ten o'clock that evening, and it was only a few minutes after the appointed time that I presented myself at the portal. The door was

wide open, but the old janitor was not there to receive me. I waited some minutes, but finding he did not put in an appearance, lighted the lantern and resolved to find my way, unescorted, to the bed chamber. I mounted a magnificent flight of stone stairs, then turning sharp to my right, entered; as I thought, the gallery along which I had been shewn in the morning. Another turning to the right ought to have brought me to the room, but when I had effected the necessary perambulations I found myself unable to discover it! For a good half-hour I wandered about trying one passage after another, opening doors (when the rusty keys would turn), breathing volumes of ancient dust, and almost catching an acute attack of asthma from the mouldy dampness which pervaded everything, when in utter despair of finding the room allotted to me I determined to take up my quarters in the next one I came to. I tried a key and it turned creakily. On entering the chamber, I was greeted with the usual quantity of dust, and after a violent paroxysm of coughing, set my lantern down on a chair, made, I should imagine, in the days of the first Capet, and then took a survey of my lodgings. This evidently was the most ancient part of the chateau, for the furniture could only have been fashionable some five hundred years ago. The walls were lined with tapestry, which, although faded and torn, still bore token of admirable patience and skill in its workmanship. The bedstead was a four-poster with grim demons and dragons carved thereon, so hideous and grotesque, that they alone, independently of ghosts, would be quite sufficient to produce nightmare or the horrors. Three straight-backed chairs, a massive chiffonier, and a polished steel mirror, now, alas! a mass of rust, completed the appointments.

Having finished the inspection, I closed the door, examined my revolvers, and stretched myself on the dilapidated bedstead. My intention was to keep awake, so as to be prepared for any act of hostility. But, alas for good intentions! The human road is so paved with them that it almost becomes a matter of indifference with some whether they are carried out or not. Anyhow, I forgot mine, for I went fast asleep within a few minutes of lying down.

I awoke with an unpleasant abruptness. What had roused me so suddenly from a deep, dreamless slumber, wherein ghosts, haunted castles, and the whole catalogue of superstitious beliefs had no part? The night was intensely dark, and a feeble, flickering ray from the lantern by my side alone lit up a few inches of the gloom. All was so quiet, so silent, that after listening for a few moments I turned round to once more court the sleepy god. But as I did so, a faint, unearthly creaking, as of rusty hinges, was audible in the corridor without. I was off the bed in a second, and placed myself at the door, through which the sounds of approaching footsteps made themselves heard. Either my nerves got overstrung from the novel position I found myself in—that of being about to face a spiritual visitor—or else what happened was real, and not a cheat of the imagination. The advancing sounds seemed suddenly to become invested with something of a supernatural character. Human footsteps certainly make a noise, and one would think that those of a ghost would be inaudible. In fact it was this test that I relied upon to distinguish between a real apparition and a fraud, yet when I distinctly heard the advancing footfalls they seemed to impress my mind with a weird apprehension which all the courage I could summon would not disperse.

"Frightened at last!" I said to myself with something between a sneer and a quake. "You, a V.C., are about to own yourself neither braver nor better than the majority of your fellow creatures!"

My taunts, directed against myself, had the effect of arousing a spirit of desperation, and feeling very much as if I were about to lead an utterly forlorn hope, I snatched up my revolver and lantern and resolved to open the door and confront the spectre the moment it arrived opposite my room. Nearer and nearer the sounds came, soft and distinct, each separate one seeming to be accompanied by an unearthly echo which resounded through the vaulted corridor from end to end. Intermingled with them there arose occasionally some deep bass tones which surely must have been evolved from the bottomless pit. Ah! it was horrible. Never could I have believed that my nerves were, after all, such miserable flesh and blood things instead of the iron cords I had always credited them with being. Now was the crucial moment! The sounds were exactly opposite me, and unless I wished to sink in my own estimation for ever, I must rally my courage to meet the spectre at

once. For an instant an abject, absolute terror smote my heart; then with a resolution born of an utter hopelessness, I threw open the door.

It was a ghost! No counterfeit, no fraud, no sham, but a real inhabitant of another world! I had time, before my blood literally froze in my veins with horror, to make out a tall, white, indistinct shape, which stood still directly I made my appearance. Then my hands became nerveless, and dropped the lantern. With a yell of fear, as I found myself in total darkness, I turned and rushed to the bed, covered myself with the mouldy, malodorous coverlet, and lay there trembling, and hardly daring to breathe, until daylight, thrice blessed daylight, made its welcome appearance.

I got back to the inn as soon as I decently could.

I could not disguise from myself the fact that I was a coward! Even now, as I sat at breakfast, my hand trembled to such an extent that I could barely raise a cup of coffee to my lips without spilling some of the contents. My brain was in a whirl, and I started at the sound of a footstep in the passage. I was utterly unstrung, distrustful with myself, and humiliated by the idea that a supernatural shadow had ruined my boasted courage, when I could have fearlessly met a hundred physical bodies.

Hillyer shortly afterwards turned up. He, too, had spent the night in the castle, and had the same experience as mine. On comparing notes we found that we had taken each other for ghosts, attired as we were in night clothes.

"Well! we are a couple of fools!" said Hillyer laughing. "But, for goodness sake, keep this quiet, or we shall never hear the last of it."

You may be very sure that neither of us breathed a syllable of our lapse from the paths of bravery. But as I have since come across men noted for their courage who have shewn the white feather at supernatural phenomena, I am not inclined to be so harsh with myself as I was five years ago when the foregoing incident occurred.

At Rhyl Petty Sessions on December 30, Messrs. Charles William Jones and R. L. Jones, timber merchants, Rhyl, were summoned by J. C. Bennett, a River Dee pilot, for the non-payment of £66s. due for piloting the vessel *Orion* into the Wild Roads, near Mostyn, on April 23, and also on April 28. Mr. Beard, barrister, Liverpool (instructed by Messrs. Walker, Smith, and Wey, Chester), appeared for complainant, and Mr. Edward Roberts for defendant. From Mr. Beard's opening statement it appeared that Bennett boarded the *Orion* outside the North-west Batch Buoy, on the 23rd April. There not being sufficient water to take the vessel to Foryd, where she was bound for, the captain told the pilot to take her into the Wild Roads, where she remained at anchor until the 28th April. On that date the vessel was again boarded by Bennett but the captain then told him that his services were not required; Bennett insisted that he was entitled to pilot her, and said he would remain on board. This he did, and actually rendered some pilotage services. Counsel then cited at length from Acts of Parliament in support of the rights of the River Dee pilots to impose compulsory pilotage. Evidence was given by the two pilots, both of whom admitted that the imposition of compulsory pilotage on vessels bound to Rhyl was the subject of much complaint and dispute. Mr. Edward Roberts for the defence, characterised the Act under which the action was taken as an extremely badly-drawn and confused Act. According to the preamble of this Act, it was for the improvement of the navigation "to and from the City of Chester." The *Orion* was neither bound to nor from the city of Chester, but from Norway to Rhyl. Under the provisions of the Act, he contended that inward pilotage was only compulsory if the vessel was piloted to Dalspool, and not to any point nearer to Rhyl. He urged also that if there was any implied contract between the captain and the pilot it was made three miles from shore, and, therefore, not binding in law. Further, he contended that the Act did not apply to foreign ships; and feeling the doubt surrounding this section, the Chester Pilot Trustees had obtained fresh powers, and on the 1st January there came into force an Act by which the section under which these proceedings were taken would be repealed. He also submitted that defendants, as consignees of the vessel, were not liable, because their charter provided that all charges were to be paid by the owner of the ship. After a long deliberation in private, the Chairman said the Bench had considered the matter very carefully, and, considering all the circumstances of the case and the evidence given, they found for complainant with costs. Mr. Edward Roberts, on behalf of defendants, gave notice of appeal.

SEAFARING DISASTERS.

Aidar.—Telegram from Pera reports: *Aidar* re-floated.

Ashton, British s, Rotterdam for Grimsby, towed back to Maasuis with propeller lost, and proceeded to Rotterdam.

Angelica, s, for Venice, put back to Barry with engines deranged.

Attila, British s, reports having grounded off Cape Barfa on 10th December, but got off after making jettison of about 300 tons of her cargo.

Astrea, see *Gravina*.

Arethusa.—Telegram from Gibraltar states that the British s *Arethusa* is aground off Puntamala.

Apollo.—Telegram from Adelaide December 30, states that the *Apollo* has grounded at Point Lowly, but is not likely to take injury. Captain drowned.

Astrion, British s, Galatz for Rotterdam, touched the ground in Tenedos Channel and has put into Malta with a slight leak under fore tank; is repairing; will probably proceed.

Acampo, s, of Rochester, in leaving Beckton ran ashore on Tripcock Point.

Bon Accord, tug, of Aberdeen, beached two miles north Donmouth, and become total wreck. Crew saved.

Bretwalda, s, from London, at Cardiff, collided with the pier in entering.

Beech Holm, barque, of Sunderland, from Rotterdam, in ballast, for Sunderland, has been towed into Lynn Roads by the *Peterborough*, s, from Hamburg for Boston, Linc., having been cast off by a Dutch tug whilst towing across, during a gale in the North Sea. Agreement £200. No damage reported.

Belle Flower, barque, of Sunderland, Newcastle to West Indies, with coals, reported leaky at Cewes.

Bernard Storey.—Telegram from Cardiff states as follows:—*Bernard Storey*, from Rotterdam, after collision with *Elizabeth Allen*; damage unknown.

Birchfield, see *City of Paris*.

Cosmopolitan.—Telegram from Buenos Ayres reports: *Cosmopolitan* afloat, will be towed to Boca.

Cerdic, ashore north of Newbiggen. Forehold full of water; crew by vessel; will likely come off.

Clan Fraser, s, for Bombay, in leaving Morpeth Dock, Liverpool, struck the Woodside landing stage, sustained damage, and put back to dock for repairs.

Coleridge, s, of Middlesbrough, from Bilbao, collided in Tees with the brig *Daring* and steamer *Sixty-six*; all received slight damage.

Columbus, Glasgow for Rosario, at Plymouth with cargo (iron sleepers) adrift.

Cypromene, from San Francisco, at Queenstown with steering gear out of order.

Claremont, s, for St. Nazaire, general cargo, in Brunswick Dock, Liverpool, found to be taking in a quantity of water in engine-room and holds; cause not yet known.

Clan Mackenzie.

City of Paris.—Telegram from Liverpool, January 1, states that the s *City of Paris*, from New York, and s *Birchfield*, for Cardiff, were in collision in the river. Former sustained damage to bowsprit; latter proceeded with fore-rigging carried away and foremast sprung.

County of Salop.—Telegram from Bremerhaven, December 31, reports cargo of steamer *County of Salop* from Savannah burning. Ship without danger. Fire since extinguished.

Omnivore.—Telegram from Moville, December 31, states: *Omnivore*, schooner, of Almvich, from Gloucester to Londonderry, cargo slagg, went on the Tun's Bank, and the crew were taken off by lifeboat; vessel was subsequently towed off and taken to Londonderry.

Cherwell.—A telegram from Schull, county Cork, Ireland, reports that the British barque *Cherwell*, bound from Pisagua to the Channel, was lost on the coast, December 30; mate and one hand lost. She struck the Castle Head, fell off, and then sank. Captain waited till last, then jumped, and was picked up by a boat and landed at Ballydevellin Bay.

Croydon, of Swansea, for St. Paul de Loanda, when in Newport Roads was found to be leaking; put on west mud and examined; brought back to dock.

Carisbrook, s, aground at Finkenwarder (River Elbe).

C. E. White.—According to a cablegram from New York the British schooner *C. E. White* has drifted into Long Is'and, Bahamas, bottom up.

Dunrobin, s, Maryport for Ardrossan, went ashore a little to the north of Laxey, Isle of Man, crew saved themselves by swinging on to rocks.

Daisy Boynton, American brig, has been wrecked at Bahamas.

Dalswinton.—Lloyd's agent at Galle reported cargo of the *Dalswinton* on fire; every means to extinguish it failed; caused by spontaneous combustion; part cargo discharged uninjured; crew saved; vessel total loss.

Duchess, while proceeding to sea, collided with the *Prior*, s, and is now repairing; *Prior* had a hole knocked in her side, and about eight feet of water in her hold; part of cargo reported damaged; will go into dry dock for repairs; *Duchess* proceeded on her voyage.

Daring, see *Coleridge*.

Engineer, s, of Liverpool, from Calcutta, in entering Tilbury Dock struck pierhead and damaged stem and bows.

Egyptian Monarch, s, London for New York, Falmouth; lost three blades of propeller.

Eagle, s, Glasgow for Leghorn, coals, put into Falmouth with a slight defect to machinery.

Esile, British schooner, Grangemouth for Gothenburg, coal took fire in port at Gothenburg and sustained extensive damage; fire extinguished; cargo undamaged.

Ethel, British steamer, of Hull, at Gibraltar with boiler tubes leaking.

Eleonor, flat, in coming down the Mersey fouled the *Longford*, s, lying alongside the stage; flat sank; no damage to steamer.

Elizabeth Allen, see *Bernard Storey*.

Filippino, from Philadelphia, with petroleum, ashore at Cape Spartivento; unsuccessful attempts made to get her off.

Edith, s, of Grimsby, from Goole, with coals, collided off Gravesend December 28, 1 a.m., with *Mary Nixon*, s, of London, at anchor. Former struck on port side before main rigging, and was put ashore below Tilbury Pier, where she now lies full of water. Latter vessel apparently uninjured.

Effort.—Telegram from Alnmouth, December 31, states that the sloop *Effort*, of Berwick, Codlingham to Sunderland, potatoes, has stranded on the Boulmer Reddings Rocks. Crew saved by lifeboat.

Fermanville, French brig, Christened at Barcelona, tar, has put into Cherbourg making water, and with standing rigging damaged after collision with British s *Hopetown*.

Free Lance, British s, Fiume for Bordeaux, staves, having been ashore Sancataldo, put back to Brindisi through stress of weather with 12 feet water in the fore compartment. She jettisoned a portion of her cargo.

Francis Thorpe.—Telegram from Bahia Blanca reports:—British ship *Francis Thorpe* ashore. Jettisoned portion cargo.

Glengarry, Cardiff for Rosario, with railway material, arrived at Queenstown with cargo shifted, and some bolts in hold gone, lost some sails when towing, the hook from the tug parted; vessel is not making any water.

Gimini (?), s, of Sunderland, in attempting to dock, got ashore on the East-side Bute Basin, near the Low Water Pier, and remained.

Gravina, s, from Valencia, and the *Astrea*, schooner, Runcorn to Plymouth, were in collision in the river Mersey; former docked with damage to rails, top-sides, boats, &c.; latter at anchor off Egremont, having lost all headgear, cutwater, and other damage.

Glendale, s, passed Gravesend with starboard quarter severely damaged; supposed to have been in collision with Norwegian barque *Dua*.

Gwendoline, of and for Bristol, with sugar and nuts from Demerara, was caught in hurricane on December 17, in Atlantic Ocean about 23 W., 43 N.; ship thrown on beam ends; three hours laboured and strained; port and starboard bulwarks damaged, stanchions strained, several sails burst or blown away. Cargo presumed to be damaged.

Hospodar, British ship, London for San Francisco, has put into Rio Janeiro dismasted. Another telegram reports her captain sick.

Herald.—Telegram from Fremantle, dated December 30, states that the *Herald* has been totally wrecked at Cosack; crew saved.

Hopetown s, see *Fermanville*.

Ika, bound for Cadiz, and schooner *Silver Stream*, from Llanelly for Southampton, at Falmouth, have been in collision off the Lizard. Former lost bowsprit, jibboom, and all gear attached; latter lost bulwarks, stanchions, and had rigging cut away.

Indiana, s, from Philadelphia, in docking at Liverpool, December 30, struck pierhead and damaged stem.

Isaac, schooner, of Barrow, wrecked on Dulas Rocks; crew saved by Moelfra lifeboat.

Isa, schooner, of Inverness, Charlestown to Runcorn, ashore on Dulas Rocks; crew saved.

Juba, see *Stanley*.

Jane and William, bound Liverpool, with granite setts, ashore near Castletown, Isle of Man.

Jewah Jiriah, from London, laden with iron, for Hull, at Grimsby with sails blown away; was towed in.

Jeranos, British, Odessa for Hamburg, at Malta with boilers leaking.

Juan, British barque, St. John's for Glasgow, has been abandoned. Crew arrived at New York.

Kinsembo, s, British and African Steamship Co. aground at Sierra Leone. Damaged below water line. Six feet water in hold. Was lightened and got off, will be beached for examination.

Kate, Plymouth for Newfoundland, general, 58 days out, has arrived at Queenstown with loss of some sails, jibboom, foretopgallant mast, and main-top mast, and making water.

Kaison.—Lloyd's agent at Bahia Blanca telegraphs: *Kaison* has gone ashore, but will probably be got off after discharging part of cargo.

Lady Eglinton, British s, put into Havre, with machinery broken down.

Lady Olive, s, Dublin for London, put back to Falmouth in tow with cylinder cover broken.

Loch Ness, British s, at Reval, reports having been ashore at Dagerort for about eleven hours.

Llantheury, s, from London, at Runcorn, with main hatches stove in and cargo damaged.

Londesborough, brig, of Faversham, totally lost on Hasbro Sands, December 31. Crew saved by Palling lifeboat and landed at Palling.

Martha Ann, schooner, of Liverpool, from Carnarvon to Dundalk, in entering Carlingford Lough, December 28, went ashore on Cranfield Point; is badly damaged; sternpost, rudder, and keel gone; probably a total wreck; crew saved.

Medusa, Austrian s, reported ashore Red Sea, arrived at Suakin.

Mary Nixon, see *Edith*.

Monark, previously reported overdue, was posted at Lloyd's January 1 as missing. She sailed from Pensacola for the Tyne on the 8th August, 1889, and has not since been heard of.

Mona, ketch, got ashore near Youghal, but floated off; was taken into Youghal making water, and afterwards sank.

Mary Farleigh, schooner, of Fowey, at Ramsgate, reports mate killed off Beachy Head through being struck by main boom.

Malemba, the British and African Steamship Co., been in collision with pier in entering Havre during fog; damage slight.

Oregon, s, at Portland, Oregon, damaged after collision with *Clan Mackenzie*; latter damaged severely.

Ovington.—Lloyd's agent at Greenock reported on December 30:—About two o'clock yesterday morning steamers *Ovington*, bound to Hamburg, and *Queen Victoria*, for Glasgow, collided near Toward Lighthouse; former sank in about three minutes, five men (viz. three firemen, steward, and cabin boy) being drowned. The rest of the crew were saved and brought up here by latter steamer, which is reported to have sustained little damage. It was very foggy at the time of the collision, and it is reported the *Ovington* was preparing to come to anchor.

Prior, s, which sailed from Swansea for New York, put back with bow stove in by anchor and fore compartment full of water.

Prior, see *Duchess*.

Queen Victoria, see *Ovington*.

Recepta.—Steamers *Riga*, of and from Seville, and *Recepta*, of London, collided off Gravesend December 28. Former damage to port bow; latter stern and rails damaged.

Ringwood, s, Amble for Hamburg, coals, grounded on Redcar Rocks about half-past four morning December 31, got off and proceeded to Hartlepool Harbour, where she sank. Now being raised.

Russia, British barque, from St. John, N.B., deals, at Londonderry, with loss of deck cargo; one man washed overboard, one boy killed, and two men injured.

St. Dunstan, s, reported in last issue of SEAFARING, put aground after collision in Singapore harbour, has got leak temporarily stopped.

Swallow, s, from Odessa, passed Gravesend in tow, bound up, with starboard paddle-shaft broken.

Saint Albans, of Liverpool, batoum to Kurrachee, whilst landing Firman at guardship in Dardanelles, run into by Greek barque; will make temporary repairs and proceed to Port Said.

Stanley, ship, of Liverpool, from Cardiff, in proceeding from Penarth Roads fell across the bows of the *Juba*, schooner, of Wexford. Both vessels repairing in Roads; latter damaged about bows.

Sixty-six, see *Coleridge*.

Silver Stream, see *Ika*.

Sprite.—Telegram from Hamburg states: British s *Sprite* grounded on her way up the river, and remains. Assistance was to be sent at once.

Strathclyde, British s, arrived at Alexandria leaky. Had grounded going through Canal.

St. Albans.—Telegram from Ismailia, dated December 31, states that the *St. Albans*, s, has rudder broken in Section Serapeum. Traffic stopped. Two tugs convey her to Deversoir.

Titan, ship, San Francisco for Sydney, arrived with loss of foretopmast and with cargo shifted.
Tancarville, from Havre for Philadelphia, has been towed into St. John's with propeller lost.
Topsy, Marseilles for Cuba, with tiles and bricks, has put back to Marseilles very leaky. Must discharge.

Undaunted, schooner of Dartmouth, Fowey to Dordt, put into Newhaven leaky.

Wick Bay, s. of North Shields, reported in last issue SEAFARING aground near Lynd, since become total wreck; crew saved.

Winsloe, s. has been towed into Helvoet, with rudder lost and four feet water in engine-room.

Wyre, of Fleetwood, Dwine to Dundalk, when off Ailsa Craig, sprang a leak and put into Campbelltown.

William Burkett, British s. Hamburg for River Plate, aground at Neumuhlen, River Elbe. She must lighten to get off.

Xema, s. for Milford Haven, whilst proceeding dead slow down river from Cork, stranded on Port Bank, where she lay on soft mud for 6½ hours.

SHIPS SPOKEN.

Attivita (s), steering south, December 12, 1 N, 31 W.

A Bristol City Line steamer, bound east, December 22, 48 N, 40 W.

Artizan, barquentine, of Swansea, 26 days, 41 N, 34 W.

Arafura, barque, of London, steering south, Nov. 16, lat. 7 30 S, long. 34 W.

A Clan Line steamer, December 14, 8 N, 16 W.

Athenian (s), Southampton to Cape Town, Dec. 19, off Madeira.

Ardmilan, English ship, bound south, all well, December —, 32 N, 19 W.

A Castle Company's steamer, steering SE, December 18, 1 S, 8 W.

Ballochmyle, of Dundee, steering west, December 26.

British Peer, for Calcutta, December 3, 6 S, 32 W.

Blair Athole, English ship (NDHG), steering south, December 12, 1 N, 31 W.

Ben Cruachan, of Glasgow, New York to Calcutta, 35 days, November 29, on the Line, 32 W.

Baron Hill, English three-masted schooner (KHJP), December 17, 80 miles W of St. Vincent (C.V.).

British India, for Sydney, December 10, 6 S, 34 W.

Bactria, for Calcutta, December 10, 5 S, 33 W.

Brambletye, British ship, Philadelphia to Calcutta, November 29, lat. 36, long. 44, all well.

Benjamin Sewall, ship, Boston to Melbourne, November 6, 4 N, 30 W.

Bay of Naples, New York to Rangoon, all well, November 25, 9 N, 30 W.

Benvenue, of Glasgow, bound south, all well, November 25, 10 N, 30 W.

Bay of Naples, English ship, New York to Rangoon, November 27, 4 N, 29 W.

Ballochmyle, from Dundee, bound SW, 39 N, 5 W.

British Ambassador, British ship, for Cork, December 2, 24 N, 122 W.

Belle of Arvon, Hamburg to Sydney, off Dungeness, December 24.

Bellona (Br) (VRDJ), steering south, November 28, 7 N, 30 W.

Chacma, for Liverpool, December 11, 5 N, 30 W.

Cairo (s), New York to Queenstown, December 18, 42 N, 60 W.

Castlehow, English barque, November 21, 32 S, 49 W.

Cooleen, for Fremantle, December 12, 23 N, 22 W.

County of Peebles, four-masted ship, of Glasgow, steering east, all well, November 27, 56 S, 76 W.

Crofton Hall, four-masted ship, of Liverpool, steering west, all well, November 28, 56 S, 70 W.

Clan Macfarlan, for Sydney, November 10, 6 S, 31 W.

Dartford, British barque, bound south, October 30, 36 S, 47 W.

Derwent, full-rigged ship (JRQB), Sydney to London, 76 days, all well, December 29, 20 miles SE of Lizard, off Dodman Point.

Dunedin, ship, of Glasgow, London to Otago 43 days, all well, November 8, lat. 29 S, long. 32.

Dinapore, November 4, 17 S, 30 W.

Drummond Castle (s), London to Cape Town, December 22, off Cape Villard.

Doris, English schooner, December 17.

Ellerslie, British ship, lat. 47 N, long. 8 W.

Francis Thorpe, barque, of Glasgow (SQNR)—(N.B.—The letters of the Francis Thorpe are JQNR), steering south, December 3, 1 N, 30 W.

Fifeshire, barque, of Glasgow, steering west, all well, November 27, 56 S, 76 W.

Glenorchy, British ship, London to Melbourne, December 3, 60 miles N of S Antao (O.V.).

Highland Home, for Port Pirie, December 11, 16 S, 25 W.

Harry Keslake, for Surinam, December 12, 24 N, 21 W.

Hawkesbury, for Algoa Bay, December 15, 13 N, 27 W.

Hartfell, ship, Pisagua to Falmouth, November 14, 14 S, 26 W.

Itata barque, of Liverpool, December 27, 50 N, 6 W.

Indian Empire, Iquique to Hamburg 94 days, December 30, off the Lizard, by the Olga, at Falmouth.

Koh-i-noor, for Cardiff, December 11, 43 N, 15 W.

Kenyon, for Valparaiso, November 29, 3 N, 27 W.

Kildonan, barque, of Swansea, steering south, all well, December 13, 2 N, 26 W.

Kilbrennan, ship, of Glasgow, outward bound, December 27, 49 N, 5 W.

Loamen (? Laomene) ship, of Liverpool, for Melbourne, November 10, 24 S, long. 29.

Louisa & Augusta, 55 N, 3 E.

Lord Wolseley, four-masted ship, of Belfast, December 5, 8 N, 27 W.

Loch Urr, barque, of Liverpool, outward bound, December 27, 50 N, 4 W.

Luzon, ship, Cebu for New York, all well, December 5, 13 N, 52 W, by the Horrox (s), at New York.

Ladstock, English barque, steering south, December 8, 12 S, 33 W.

Maiden City, English barque, steering north, all well, December 13, 3 N, 30 W.

Margaretha, ship, of Bremerhaven (QDPC), December 22, 52 N, 2 E.

Mary Jose, Pisagua to Channel, October 13, 47 S, 44 W.

Navigator, for Santos, December 16, 15 N, 26 W.

Oceana, of Greenock, all well, December 23, 46 N, 6 W.

One of Bullard King & Co.'s steamers, December 13, 4 N, 13 W.

Patagonia, barque, November 26, 10 N, 28 W.

Pass of Balmaha, British ship (KTRP), for Hamburg 94 days, 30 N, 42 W.

Queen of the North, barque, of Swansea, December 27, 50 N, 6 W.

Rotherfield (s), steering SE, December 17, 8 S, 4 W.

Rialto (s), of Hull, steering west, December 23, 49 N, 33 W.

Revolving Light, New York to Batavia, November 12, 29 N, 41 W, by the Potaro (s), in the river.

Swanmore, British ship, San Francisco to Fleetwood two days, December 8, 145 SW of Francisco.

Star of Bengal, December 15, 49 N, 7 W.

Scottish Hills, English ship (JLRN), steering south, December 9, 7 S, 33 W.

Sindia, for Calcutta, December 8, 8 S, 33 W.

Serica, barque, of Liverpool, steering E by S, all well, November 25, 54 S, 89 W.

Sarah Bell (?) barque, November 21, on the Line, 26 W.

Sagana, barque, bound west in ballast, December 22, 49 N, 11 W.

Taymouth Castle (s), London to Cape Town, December 13, 1 S, 12 W.

Thiorva, British ship, December 3, 6 S, 35 W.

Theodore H. Rand, English ship, steering south, December 16, 14 N, 26 W.

Woodbine, of Southampton, steering west, December 26.

Wairoa, ship, of Lyttelton (N.Z.), steering east, 25 days, all well, November 28, 56 S, 70 W.

AT Penarth, on December 30, thirteen men, composing the crew of the British sailing vessel *Grandee*, were charged with refusing to obey the lawful commands of the officers during Christmas week. Two men, named Murray and Gibson, were described as the ringleaders. It appeared from the evidence that the vessel was loaded at Penarth on December 20, and the men worked for three days. On the 24th and 27th, when in the Barry Roads, the prisoners refused to turn to, and some of them said they would rather go to gaol for a year than work. Prisoners said they had no complaint to make against the ship, but they did not get proper food, and were turned to at 4 o'clock to scrub the paint-work of the ship. This, they alleged, had already been done once, and they were called out two hours before it was time. Murray denied that he was a ringleader, but said the vessel had a bad name, owing to the captain tantalising the men. She had been lying in the dock four weeks waiting for a crew, and if he had not been in drink he would never have signed articles. The captain refused to take four of the men, as he did not want any "lawyers" aboard, but he offered to take the rest. These, however, refused to go. Murray and Gibson were sent to gaol for two months with hard labour, and the remainder of the prisoners to six weeks' hard labour.

GOT CERTIFICATES

As Masters or Mates, during week ended 28th December, 1889.

Note.—Ex. C., denotes Extra Master; O. C., Ordinary Master; 1 M., First Mate; O. M., Only Mate; and 2 M., Second Mate

FOREIGN TRADE.

Name.	Grade.	Examining Board.
Healey, Humphrey L.	O C	Liverpool
Burns, Thos.	O C	Liverpool
Synnot, Marcus	O C	Liverpool
Farren, Peter	O C	Liverpool
Hewson, Wm.	O C	Liverpool
Gibbs, Hy.	O C	Liverpool
Barclay, Harold L.	O C	Liverpool
Orrell, Robt. S.	1 M	Liverpool
Maule, Jas.	2 M	Glasgow
Aird, Jas. R.	2 M	Glasgow
Moar, Jas.	O C	Glasgow
Becket, Robt. G.	O C	Glasgow
Benington, Jno. Hy.	O C	Glasgow
Parker, Frank	O C	Glasgow
Main, Jas. M.	1 M	Glasgow
Crocker, Jno. M.	1 M	Glasgow
Harris, Wm.	1 M	Glasgow
Dickie, Jno.	1 M	Glasgow
Row, Arthur	2 M	Plymouth
Lewis, Thos.	O C	Plymouth
Cooper, Hy.	1 M	Plymouth
Berg, Chas.	1 M	Plymouth
Farrell, Walter J.	1 M	Plymouth
Oatway, Thos.	1 M	Plymouth
Jermyn, Walter	1 M	Plymouth
Bydder, Richd. Geo.	1 M	Plymouth
Trevor, Jno.	1 M 8 S	Plymouth
Torney, Thos. Jno. P.	2 M	Belfast
De la Cherois, Saml. Geo.	O C	Belfast
McGiffin, Jas.	O C	Belfast
Millar, Wm. A.	Ex C	Dundee
Cromar, Chas.	Ex C	Dundee
Winchester, Wm.	O C	Aberdeen
Storm, Alexr.	O C	Aberdeen
McAdam, Archbd. E.	2 M	Greenock
Robinson, Jas.	1 M	Greenock
Goodwin, Geo.	O M Fore & Aft.	Southampton

HOME TRADE.

Nelson, Thos.	Mate	Greenock
McLachlan, Archbd.	Master	Greenock
Fletcher, Duncan	Master	Greenock

ENGINEERS.

Note.—Ex. 1, denotes Extra First Class; 1, First Class; 2, Second Class.

Name.	Class.	Port of Examination.
Robinson, Richd. Day	1	London
Anderson, Wm.	2	London
Whitham, Wm.	2	London
Purchase, Albert Edwd.	1	London
Cameron, John Gordon	1	London
Leggett, Arthur A.	2	Liverpool
Rodger, Hy. S.	2	Liverpool
Williams, Richd. Hy.	2	Liverpool
Tweedie, Jno.	2	Liverpool
Turnbull, Alexr.	2	Liverpool
Danks, Ambrose	1	Liverpool
Wilson, Jno.	1	Liverpool
Wells, Fredk. O.	1	Liverpool
Dixon, Jno.	1	Liverpool
Isaac, Wm.	1	Liverpool
Topley, Joseph	1	Liverpool
Crichton, Wm.	2	N. Shields
Haswell, Jas. A.	2	N. Shields
Graham, Thos.	2	N. Shields
Temple, Edwd.	2	N. Shields
Bright, Robt.	2	N. Shields
Grisdale, Joseph Wm.	2	N. Shields
McJannet, Jas.	1	N. Shields
Duff, Robt.	1	N. Shields
Forrest, Geo. L.	1	N. Shields
Anderson, Thos.	1	N. Shields
Edgecombe, Jno.	1	Sunderland
Lynn, Robt.	1	Sunderland
Moody, Jno. Oliver	1	Sunderland
Taylor, Ernest Edwd.	2	Sunderland
Tempest, Jno. Kenworthy	2	Sunderland
Cunningham, Alb. Jno.	2	Sunderland
D'Andilly, Geo. W.	2	Hull
Johnson, Thos.	2	Hull
Longley, Jno. B.	2	Hull
Welburn, Herbt.	2	Hull

THE *City of Paris* arrived at Queenstown last Tuesday afternoon from New York, having accomplished the voyage in 5 days 22 hours 50 minutes. This is the fastest eastward passage, and beats by seven minutes the best record of the same vessel.

IN THE DOG WATCH.

Mr. Byrne, the able secretary to the Grangemouth Branch of the Sailors' and Firemen's Union, contributes to our columns this week a letter containing some remarkable facts, which we trust will not escape the attention of shipmasters and officers. Neither, we trust, will these facts escape the attention of our Continental readers. The facts serve to show the urgent necessity of three things: 1st, that steps must be taken to so alter the law that foreigners shall not be able to command British ships, or hold positions as certificated officers in them; 2nd, that British certificated officers shall bestir themselves to form a strong Union for their protection; 3rd, that more Seamen's Unions are needed in foreign ports, so that the foreign seamen may not undersell their labour, which is an injustice to themselves and their dependents, as well as to their British brother seamen.

If the British Sailors' and Firemen's Union is to grow from a National into an International affair, the establishment of affiliated Unions in various foreign ports will materially aid such a development, and, in any case, must prove invaluable to both foreign and British seafaring men. The letter from Mr. Botcher, which we print this week, is, therefore, highly satisfactory; and it is very gratifying to us to find that SEAFARING is appreciated in Copenhagen.

Writing of SEAFARING reminds us to say that the Editor is very sorry that he has been unable to accept any of the kind invitations sent him by several readers for the recent holidays, which he has been compelled to pass at home in the cheerful society of rheumatism, neuralgia, and bronchitis—seasonable visitors enough, no doubt, but sticking closer than a brother, and apt to render their victim depressing company in festive circles. Correspondents whose letters have not lately been answered, please note.

What is the New Year to be like? Many people are asking this question now that 1890 is with us. On this subject we cannot do better than quote the following verses:—

Another year lies with the past,
With leaves of memory o'er it;
Will this New Year be like the last,
As that like those before it?

Ah, yes, a little pinch of dust
Makes up man's mean life-measure,
And each year keen-toothed sorrow must
Eat up the husks of pleasure.

This year will be the same, we know—
The old desires not granted—
The cup filled to the overflow
With draughts we never wanted;
The same hard toil and small success,
All striving, gaining never;
The same despair, and—yes, ah yes—
The same grand hope—for ever.

The same bright hope that lights our way,
And turns our sobs to laughter,
The faith that sees a golden day
For those who follow after;
The same great love that turns to gold
Man's dust, and some day, brothers,
Shall give the world what we foretold—
A year not like the others!

A year without rich men or poor;
When poor men no more wrongly,
Are bowed before the rich man's door,
But learn and labour strongly.
When all that we have visions of
Shall fill the world with glory,
And our dreams of Faith, and Hope, and Love,
Become the whole world's story.

E. NESBIT,

Whatever the New Year may prove to be, it is certain that the old year—1889—was a good one for seamen, and the cause of Labour generally. The year 1889 saw the development of the Seamen's Union into a truly national organisation, which took rank, although still in its infancy, with the greatest combinations of the world. Stimulated by the success of the Seamen's Union, and the victory achieved by the London Dockers, working men and women engaged in nearly every industry formed new Unions or revived old ones to protect their interests, and in many cases succeeded in getting their demands granted. The great lesson taught by the events of 1889 is the supreme importance of combination on the part of the toilers.

A local paper is very angry at one of our correspondents for terming Mr. C. H. Wilson, M.P., "The Dictator of Hull," and proceeds to abuse the Sailors' and Firemen's Union. That paper would have shown more ability had it argued that the fact of Mr. Wilson being the dictator of Hull alone suffices to show he is no ordinary man. It might then have proceeded to explain—if it can—why Mr. Wilson, who is so rich, will not pay the Union rate of wages. Had the Hull paper taken that line, it would have done its cause more good. Nobody denies that Mr. Wilson and his family have subscribed largely to various charities; nobody attacks Mr. Wilson as an individual. It is as a shipowner that our correspondent has criticised him, and the fact that Mr. Wilson is liberal with his subscriptions has nothing to do with the wages he pays. Abuse is not argument, and will not help to settle the question. Mr. Wilson's journalistic champion does Mr. Wilson far more harm than good by abusing the Seamen's Union. The only effect that it can have is to embitter Trades Unionists generally against Mr. Wilson, and he will want their votes yet at election time.

The last issue of SEAFARING contained a letter from Mr. McGlynn, the recording secretary to the Representative Council of the Federated Trades and Labour Organisations of the Pacific Coast, containing cordial good wishes for the success of the British Seamen's Union, and SEAFARING, for which we most heartily thank that body, whose contribution to the funds of the Union will, no doubt, be the subject of votes of thanks from its various Branches. It is most gratifying to see from the letter referred to, that the Pacific Coast seamen stand high in the estimation of the Representative Council of the Labour Organisations on that coast. The very least our readers and we can do is to wish all those organisations a most prosperous New Year. When the next annual meeting of our Union is held, we hope to welcome a representative of the Pacific Seamen's Union at the gathering, and we trust there will also be one from the Australian, and a few from the Continental Unions as well.

The Kedge Anchor: Special Press Bulletin of the International Exhibition—now being held in Boston—is the title of a small four-page but well got-up paper which an American friend has sent us. Here is an extract from it:—

"So many inquiries have been received regarding the title of this publication, *The Kedge Anchor*,

that we take pleasure in quoting Chambers' *Encyclopaedia*:—

KEDGING: A sea term used when a vessel is brought up or down a river by the wind though the tide be contrary to it. To do this seamen set their fore-sail, fore-top-sail, and mizzen-sail and let her drift with the tide that they may flat her about. If she come too near the shore, they have an anchor ready, called the kedge or kedge anchor, with a hawser fastened to it from the ship; this they drop in the midst of the current, by which means they wind her head about, and this done take up the anchor again.

The appropriateness of this title will be discerned at once. *The Kedge Anchor* is intended to carry the International Maritime Exhibition straight ahead against all winds. If the tide should ever be contrary to it and obstacles are encountered in the form of adverse winds, we have the anchor ready, with a hawser fastened to the ship, and we will drop it in the midst of the current and wind her head about. Just as *The Kedge Anchor* is invaluable on the ship, so it will be in connection with the Maritime Exhibition, and it will be used with vigorous purpose whenever and however necessity may require."

What do our readers think of this effusion from the pen of a New Zealand lady—not a Maori—Mrs. J. Glenny Wilson:—

THE SAILOR'S MOTHER.

My heart is o'erflowing,
My foot treads the foam,
Go tell to the wide world
My son has come home
From the far-rolling North Sea,
Where mermaids cry,
Where the sun, all the week long,
Goes round in the sky,
Where the ice-cliffs break seaward
With thunder-loud fall,
From the pale Northern dancers—
He comes from you all!

Go seek in the oak-chest
The blue-flowered plate,
The bowl like an egg-shell,
The cup's silver mate.
Lay on the round table
The damask so fine,
And cut the black cluster
Still left on the vine,
My hand shakes,—but bring me
That pure honeycomb;
Now nothing shall vex me
My boy has come home!

Now twine on the doorway
Pale wreaths of jasmín,
And tell all the roses
His ship has come in.
How lucky my wheat-bread
Was baked yester night!
He loves the brown home-loaf,
And this is so light.
Now heap up wild berries
As black as the sloe—
I never must tell him
I've wept for him so!

The girls will come running
To hear all the news,
The neighbours with nodding
And scraping of shoes,
The fiddler, the fifer
Will play as they run,
The blind beggar even
Will welcome my son.
He smiles like his father
(I'll sit there and think),
Oh! could he but see us—
It makes my heart sink.
But what is that? 'Mother!'
I heard some one call,
'Oh! Ronald, my firstborn,
You've come after all!'

An exciting incident occurred on the River Medway, at Rochester, early Tuesday morning. Two river constables noticed in the darkness that the vessel *Aid*, of Hull, was very deep in the water, and on boarding her found that the water was pouring over the deck into the cabin, in which the master and two others were sleeping. The slumberers being aroused came on deck, when it was discovered that the vessel was imbedded in the mud. With the assistance of some workmen, who by hauling ropes caused the vessel to sway to and fro, she was eventually released from the mud.

CORRESPONDENCE.

GRIEVANCES.

To the Editor.

DEAR SIR,—Permit me as an old salt of many years' experience both in the Royal Navy and E.I.M. Marine, to lay before you and the public some of the hardships and privations as well as discomforts and abuses the merchant seaman is subjected to. Firstly, I would call your attention to the wretched manner in which he is housed, a disgrace (and hardly creditable) to the first maritime nation in the world. The fore-cabin in which they are generally housed is in the bows of the ship, a very limited space without a mess-table or stool to sit upon, or even in most cases a suitable place for their mess-traps, and often when in bad weather the place is most uncomfortable and flooded their chests and bags are triced up to the beams. Fancy the discomforts of these poor fellows in a heavy gale of wind off the Cape of Good Hope or Cape Horn in the winter time. I have no hesitation in stating that many a gentleman has better accommodation for his hounds in a kennel. Secondly, their provisions are generally very inferior. Salt junk as tough as hide almost, and been in pickle three or four years. Shipowners have been known to purchase condemned naval stores. What is the consequence? On a long voyage scurvy breaks out among the crew. You never hear of a naval bluejacket being similarly attacked, and who is always supplied with (whenever obtainable) 1lb of fresh meat, vegetables, and half a gill of pure rum daily, and other advantages. Thirdly, another great abuse the merchant and hard worked seaman is subject to, is the shameful manner in which he is imposed upon in the shape of tobacco, often charged 2s. 6d. per lb. and sometimes 3s. 6d. The skipper or master gets it out of bond free of duty to any amount for 10d. per lb. The skipper, I presume, pockets the surplus. The naval bluejacket is supplied by the Government with his tobacco at 10d. per lb. Fourthly, another great imposition, on signing articles to join a ship bound to the East Indies (say Calcutta), at £4 10s. per mensem, when at the above named port, if he wishes to draw upon his pay (not an unusual thing) instead of receiving full value for his money, 2s. for the rupee, the current coin in India, he only receives 1s. 9d., thus being the loser of 2s. 6d. in the pound; "who pockets this amount?" the shipowner I presume. I must apologise for having thus trespassed in intruding such a lengthened detail which I deem essential to the cases alluded to. With my very best wishes for the continued success of your admirable paper, universally admired by nautical men,—I am, dear Sir, yours faithfully,

AN OLD BLUEJACKET AND FIRST CLASS
MASTER OF 1848.

GREETINGS FROM DENMARK.

To the Editor.

DEAR SIR,—It is with pleasure that I am able to write and inform the British seamen that we are about to extend our Society by opening Branches in all the ports in Denmark. Mr. Oscar Henderson, a very energetic young man and a thorough worker, leaves here next week as our organising secretary, and we have every confidence that under his able management the year 1890 will be one of note in the history of the seamen of this country. Mr. Henderson was in England a short time ago, and while there made the acquaintance of Mr. Byrne the secretary of the Grangemouth Branch of the Union, whom he speaks highly of. We are glad to hear of the progress of the Union and beg to tender one New Year's greeting to its members, also its worthy secretary, Mr. J. H. Wilson, who has done so much for the seamen. We also wish to include the Editor of the good ship SEAFARING, who has done so much good work in putting before the public the grievances of the seafaring class. I wish, on behalf of my Society, to thank Mr. Cowie for his kindness in sending us SEAFARING, which is greatly appreciated by our members. In Copenhagen we have had great opposition from the other existing Society, which is upheld by shipowners, shipping-masters, and boarding-house masters. But the seamen are beginning to see the mistake they have made, and are coming over to us fast. Up to the present we have only taken sailors into our Society, but we are about to take another leaf out of the book of your Union by taking firemen as well, and I am pleased to say the Firemen's Society is about to amalgamate with us. Therefore I have every hope that in the future we shall be able to follow that grand motto of your Union, viz., "Pull together." In conclusion, we wish your Union every success, and look

forward with confidence to the time when we hope to be one great and glorious international Union, standing shoulder to shoulder in the common interest of the seamen of the whole world.—I beg to remain, dear Sir, yours in the cause of justice,

N. C. BOTCHER,

Secretary, Free Seamen's Society, Copenhagen.

SUNDERLAND EXPLAINS.

To the Editor.

DEAR SIR,—In your issue of last week there appears a letter from Mr. Nicholson, of Liverpool Branch, entitled "Contributions." It appears to me that Mr. Nicholson has got hold of the wrong end of the stick. If he reads the report of the Sunderland Branch meeting, I think he will see where he has made the mistake. In the first place, let me inform your readers that the Sunderland Branch has purchased a very beautiful silk banner, and to pay for this banner the men decided to pay a levy of sixpence. At the meeting Mr. Nicholson speaks of, a member of our Branch drew the attention of the members to the fact that many of our members paid their contributions in other ports, and he suggested that secretaries of other Branches ought to be advised of the fact, and asked to collect the levies for the Sunderland Branch. I am somewhat surprised that Mr. Nicholson could for a moment entertain an idea that the Sunderland Branch wished to levy blackmail upon any man who belonged to any other Branch simply because he belonged to another Branch. I may further state that the members of this Branch will do nothing that is detrimental to a National Union. We can quite understand that many Branches labour under difficulties that other Branches have not to contend with. Trusting, dear Sir, that Mr. Nicholson will be satisfied with the explanation and see that there was no need for his uncalled-for remarks.—I am, etc.,

W. C. LONSDALE, Secretary.

OFFICERS, TAKE NOTICE.

To the Editor.

DEAR SIR,—The following case has been brought under my notice, but for obvious reasons I suppress names. Should any authorised person require them, I shall have great pleasure in handing them over. A steamer belonging to a Scotch port was boarded by the Union secretary at — on the 16th inst. To his astonishment he found not one word of English spoken by either firemen or sailors. In the course of a long conversation with the mate, the latter informed him that the state of things at sea was something deplorable. If the look-out sees anything he hails the bridge in Scandinavian lingo, which is unintelligible to 90 per cent. of Britishers. In thick, hazy weather, before the officers can distinguish the object reported, the chances of collision are multiplied a hundredfold. It is worse still when the fore-and-afters are set and the man at the wheel cannot understand the orders given him. The mate declares that he is almost driven crazy with anxiety. The object of the owners in carrying such a crew is easily understood when we learn that the wages on this British (?) steamer are *three pounds per month*. On the mate being asked why he did not contrive to get rid of these foreigners, he declared that the owners told him that if these men were discharged, they would put foreign officers with English certificates on board. The mate also inquired how the Board of Trade would deal with his certificate if the vessel came to grief while this state of affairs existed, and also asked if there was any way of making these facts known to the public. I am certain that through the medium of SEAFARING they will soon be widely known among seafarers. I, in common with others, will anxiously wait to see if the Board of Trade will answer these inquiries of the unfortunate chief mate's with reference to his certificate, and I would heartily commend such cases of manning British ships to Insurance Companies. I would also ask every officer in the mercantile marine, if this case does not afford them clear proof of the urgent need of an Officers' Union. What a dilemma is this mate placed in! On the one hand, after passing a strict examination to qualify him for command, with perhaps a wife and family dependent on his poor and hardly-earned pay, he is placed by the greed of his employers, not only in a position of trebly needless danger as to his life, but also one fraught with peril to the very means of existence to himself and his dear ones, his certificate. On the other hand, the owners, in sending their vessel to sea in such a condition (and, in all likelihood, in hopes of her being lost), not only endanger the lives of their own employees but also the lives of the crews of every ship that comes in the way of this

foreign-British steamer. Comment is superfluous. How long such iniquitous proceedings on behalf of shipowners is to be tolerated remains to be seen. Before concluding, I would ask the officers—Why are foreigners permitted to hold British certificates? Why are officers' hands tied in such cases as this? Why are officers worse paid than the veriest greenhorn out of an engine shop? Why are officers worse paid than a *donkeyman*, who learns his trade in a twelvemonth, and requires no certificate to be endangered if he blows up his boiler? Why are officers compelled to submit to the insolence and petty tyranny of superintendents, who are in many cases unfit to fill the positions they hold by favour or money? I could add to this list of queries, but will forbear. The answer is short but true, "Because they are not united."—I am, yours in unity,

CHAS. C. BYRNE.

Grangemouth, Dec. 21, 1889.

THE SOUTHAMPTON BRANCH.

To the Editor.

DEAR SIR,—Having read the report of the Southampton Branch in SEAFARING, December 14, I think such reports would be better appreciated if they were reports of work done, and not of speeches made, and compliments paid to persons who are neither sailors nor firemen. I know Captain Nash and his son Edwin are hard workers for our Union, and I am sure they are both anxious for its success, and the members there must be happy in the knowledge that they have such an excellent secretary and clerk, but I for one would rather see an account of the entrance-fee being raised to an amount equal to most of the other Branches, as I think it would show that the Southampton Branch was as strong in proportion as some of the other Branches, instead of being (as I believe it to be) one of the weakest in proportion to the number of sailors and firemen sailing out of that port. I do not wish to throw cold water on Captain Nash's efforts; but let us see the members of the Southampton Branch trying to gather under the wings of our Union all the sailors and firemen, not only in their own town but in the places near them, such as Portsmouth and Cowes, so that we shall not again see, as I have done lately, over 100 men drawn from the Isle of Wight and taken from Cowes by steamers (which ought to be manned by Union men) to Southampton to be sent to London to take the places of the men on strike at the gasworks. All honour to the Southampton Branch, but more work and less gush. Hoping you will insert this in SEAFARING, I remain, yours, etc.,

"BARBARY COASTER."

Hartlepool.

"Homeward Bound Ships" and some Correspondence held over till next week.

THE North Wales miners, numbering upwards of 10,000, have returned to work at an advance of 10 per cent. The notices to cease contracts terminated on Saturday, but the coalowners posted up notices announcing the advance in wages, thus averting a great strike.

At the Falmouth Police-court, David Davidson, second officer of the barque *Carmelo*, of Glasgow, was charged with assaulting Henry Oscar Parke, a seaman on board the same vessel, while at sea on Nov. 15. Mr. Jenkins, for Parke, stated that on Nov. 15 Parke was on duty from 8 a.m. to midnight, when he attempted to light the lamp, but there was no oil. The defendant came out and wanted to know why he was not called, although he had sounded the bell. He seized him by the collar, and said that had it not been for the law he would "fix" him. Several hours after he struck him, knocking him against the spars. His hat fell off, and on attempting to take it up defendant kicked him. Complainant corroborated his advocate's statement, and called Christopher Tolin, Arnold Wilson, and C. Miller, seamen on board the *Carmelo*, as witnesses. There was a cross-summons for assault. Mr. Fox, for the defence, stated that Parke was an insubordinate seaman. On the day in question he was again and again told by the second officer to go forward, but he resisted, and he was compelled to shove him forward. He did not strike him, but simply did what it was in his right to do. Davidson corroborated Mr. Fox's statement, and denied what Parke had stated. He did not kick him, but only did what was necessary to make the man do his duty. Parke lifted his hand towards him and used threatening language. Evan Davis, chief mate, and Captain Jones, the master of the same vessel, also gave evidence. The Bench decided to dismiss both cases, each to pay his own costs.

NOTICES.

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* Correspondents must write on one side of the paper only anything meant for publication, and address, not to 36-40, Whitefriars-street, but to 150, Minories, London, E.

All communications should be addressed to ARCHIBALD COWIE, SEAFARING Office, 150, Minories, London, E., to whom remittances must be made payable. (Post Office Orders at Minories, London, E.) The Editor declines all responsibility for rejected manuscripts, although when stamps are enclosed he will endeavour to return such matter as he may be unable to use.

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Full particulars may be had of any of the Secretaries, whose names and addresses are:—

ABERDEEN.—Jas. C. Thompson, 58, Ship-row, secretary; J. S. Watt, Esq., advocate, 35A, Union-street, legal agent. Meeting, in the Hall, Scott's-court, Regent Quay—contributions, 7 p.m.; business, 8 p.m., every Monday evening.

ARBROATH.—J. Wood, 14, Wharf-street, Montrose.

ARDROSSAN.—W. Galbraith, 50, Princes-street.

BARROW-IN-FURNESS.—E. Clayton, 21, Hindpool-road. Meeting, Monday evening, 7 p.m., at office.

BARRY DOCK.—J. Harrison, 4, Station-terrace Cogan.

BELFAST.—R. Price, 56, Corporation-street.

BIRKENHEAD.—Alexander Shepherd, 12, Taylor-st.

BLUTH.—James Heatley, 9, Market-street.

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BURNTISLAND.—Jas. Moody, 12, Somerville-street.

CARDIFF.—John Gardner, Sailors' Union Institute, West Bute-street, secretary; Dr. De Vere Hunt, Westbourne-crescent, Canton, medical officer; Joseph Henry Jones, Esq., St. Mary-street, solicitor.

CORK.—Michael Austin, 6, Patrick-street.

DUBLIN.—John Dench, 87, Marlboro'-street, Meeting, Friday evening, 7.30 p.m., at 87, Marlboro'-street.

DUNDEE.—H. McKendrick, Mariners' Hall, 48, Candle-lane.

FLEETWOOD.—J. Donovan, Sailors' and Firemen's Union, 11, Church-street, secretary; F. Addie, Esq., solicitor. Meeting, Friday evening, 7 p.m.

GLASGOW.—J. D. Boyd, 13, James Watt-street.

GOOLE.—W. R. Chappell, 28, Boothferry-rd., sec., R. W. E. Whitehead, Esq., Bowlalley-lane, Hull, solicitor. Meetings, Tuesday and Friday evenings, 7.30 p.m., at 28, Boothferry-road.

GRAVES.—Wm. Wall, 18, Charles-street.

GRAVESEND.—J. Wildgoose, 5, Queen-street.

GREAT GRIMSBY.—Wm. Young, 33A, Cleethorpe-road, secretary; R. W. E. Whitehead, Esq., Bowlalley-lane, Hull, solicitor. Meetings, Monday and Friday, at 7 p.m.

GREAT YARMOUTH.—J. McDade, 7, Friars-lane.

GREENOCK.—E. Donnelly, 16, East India Breast.

GRANGEMOUTH.—Chas. C. Byrne, Masonic Hall, Grange-street, secretary; Wm. M. Anderson, Esq., Grange-street, solicitor. Meeting, Tuesday evening, 7.30 p.m., in Masonic Hall.

HULL.—Jas. Hill, Unity Hall, Prince-street, Dagger-lane, secretary; Mr. Leonard Hodgson, outside delegate; R. W. E. Whitehead, Esq., Bowlalley-lane, solicitor. Meeting, Friday evening 7.30.

KING'S LYNN.—Wm. Bennett, 14, South-street. Meeting, Friday evening, 8 p.m.

LEITH.—R. Smith, Trafalgar Hall, 54, Bernard-street. Meeting, Thursday evening, 7.30.

LIVERPOOL (South End).—Wm. Nicholson, Malakoff Hall, Cleveland-square. Meeting, Monday evening, 7.30, in Malakoff Hall.

LIVERPOOL.—(North End).—T. Connerty, 116, Derby-road, secretary; Dr. Leet, Derby-road, Bottle, medical officer; Tetlow, Esq., solicitor.

LONDON (Tidal Basin).—G. Pirrett, opposite Shipping Office, Tidal Basin, E. Meeting, Friday evening, 8 o'clock.

LONDON (Tower Hill).—R. Pleasance, 23, King-street, Tower-hill. Meeting, Tuesday evening, 8 o'clock, at 263, Cable-street, Shadwell.

LONDON (Green's Home Branch).—T. H. Clark, 5, Jeremiah-street, East India-road, E.

LONDON DERRY.—A. O'Hea, 27, William-street.

MARYPORT.—J. Smith, The Coffee Tavern, Irish-st.

MONTROSE.—John Wood, 14, Wharf-street. Meeting, Monday evening, 7.30, at office.

MIDDLESBRO.—George Cathey, Robinson's Market Hotel, Market-place.

NEWCASTLE-ON-TYNE.—John Mansell, 5, Broad Chare, Quay-side.

NEWPORT (Mon.).—F. Gilman, 31, Raperra-street.

PENARTH.—J. Harrison, 4, Station-terrace, Cogan.

PLYMOUTH.—E. R. Thackwell, National Sailors' and Firemen's Union Office, Woolster-street, near Shipping Office.

PORT GLASGOW.—E. Donnelly, 16, East India Breast, Greenock.

SEAHAM HARBOUR.—Richard Raine, Duke of Wellington Hotel, Railway-street, South.

SHIELDS (South).—D. Clement, Seamen's National Union Hall, Coronation-street, secretary; G. Cowie, assistant secretary; Dr. Robson, medical officer, 1, Regent-street; solicitor, R. Jacks, Esq., King-street. Meeting nights, Monday and Friday, at 7 p.m.

SHIELDS (North).—George Stewart, 8, New Quay, secretary; Dr. Robson, medical officer; R. Jacks, Esq., solicitor. Meeting, Monday, 6.30 p.m.

SOUTHAMPTON.—J. Nash, High-street Chambers, 80, High-street.

SUNDERLAND.—W. Lonsdale, Prospect-row, near Shipping Office. Meeting, Monday evening, 7 o'clock, at 174, High-street East. Solicitor, T. Watson Brown, Esq., B.A., LL.D., 57, Villiers-street.

SWANSEA.—R. Thomas, Colosseum Hotel, Wind-st.

WEST HARTLEPOOL.—J. Leahy, Russell's Buildings. Meeting, Friday evening, at 7 p.m., at office.

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Steward	5	15	0
Carpenter	6	0	0
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DAVID CLEMENT, Secretary.

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BOLSTER AND TWO PILLOWS,

In Linen Tick, 50lb., warranted good and free from
dust, sent carriage free on receipt of Post Office
Order for

£2 10s.

R. WHITE,
70, 72, & 74, Rathbone Street,
CANNING TOWN, LONDON, E.

BRISTOL SEAMEN'S
CLOTHIER & OUTFITTER, &c.,

W. J. PIKE,
HOTWELL ROAD, BRISTOL,
Honorary Member Seamen's Union.

ADVANCE and HALF-PAY NOTES cashed very
lowest terms; purchases at the time entirely
optional.

Foreign Money Exchanged. No Commission to
Runners.

HULL BRANCH
NATIONAL AMALGAMATED
SAILORS' AND FIREMEN'S UNION,
UNITY HALL, PRINCE ST., DAGGER LANE,

On Tuesday Evening, Jan. 14,
A LECTURE

WILL BE GIVEN IN THE ABOVE HALL BY
MR. J. HUMBY.
Subject—TRADES UNIONISM: ITS AIMS & OBJECTS.

ADMISSION FREE.
All Seafarers are cordially invited.

"COMMONWEAL"
SOCIALIST & LABOUR ADVOCATE.

Record and Review of the Labour Move-
ment in all parts of the World.
SPECIMENS FREE.

ONE PENNY WEEKLY.
24, Great Queen's St., Lincoln's Inn Fields,
London, W.C.

NOTICE.

Union Men are requested to
BOARD only at Boarding Houses
which are ADVERTISED in "SEA-
FARING."

Members having complaints against
Boarding Masters must send them in
to the nearest Branch Secretary.

By order of the Executive, Sailors' and Firemen's
Union,

J. H. WILSON, General Secretary.

The names and addresses of the keepers
of Seamen's Boarding-houses will be inserted
in SEAFARING at the rate of 2s. each per
week, payable in advance. For 13 weeks
the price is 15s.; for 26 weeks, 25s.,
payable in advance. These advertise-
ments are intended as a Directory to
seafaring men, so that on arriving at any
port they have only to refer to SEAFARING to
find where they can be comfortably boarded
and fairly treated. No Seamen's Boarding-
house will be advertised in SEAFARING on any
terms unless recommended by the Branch
Secretary of the Sailors' and Firemen's
Union in whose district the house is
situated.

SAFE ANCHORAGE. WHERE TO BOARD.

UNION BOARDING-HOUSES.

CARDIFF.—Seamen's Institute, West Bute-street.
GLASGOW.—John McInnes, 12, Anderson Quay.
" James Bracken, 182, Broomielaw.
NORTH SHIELDS.—Mrs. M. Jones, 31, Duke-
street.
SOUTH SHIELDS.—Sailors' and Firemen's Union
Boarding-house, 81, East Holborn.
SUNDERLAND.—Wilson's Temperance Hotel,
174, High-street East.

NOTICE.

LOWTHER DAVISON, PETER DENNY, ROBERT
WATERS, JOSEPH SMITH,

Members of the Sunderland Branch, have been
fined the sum of 20s. each. All Secretaries are
requested to watch for the above Members' Cards.

W. C. LONSDALE, Secretary.

NOTICE.

The ENTRANCE FEE of the Sunderland
Branch on and after the 1st January will be
TEN SHILLINGS.

COME ALL, COME SOON!

W. CROWTHER LONSDALE, Secretary.

WORK FOR BOYS!

WANTED, to Sell "SEAFARING" in various
parts of London and Liverpool, several active
and honest boys, who will be provided with a neat
uniform, and paid liberally. Sons (especially
orphans) of seafaring men preferred. London boys
to apply at "SEAFARING" Office, 150, Minorities,
London, E., at 2 o'clock on Friday, January 10;
Liverpool boys to apply at Seamen's Union Office,
Malakoff Hall, Cleveland-square, Liverpool, at 4
o'clock on Monday, January 13. A guarantee of
applicants' honesty by some responsible person will
be required in every case.

WAGES AT SOUTHAMPTON.

	£	s.	d.
Seamen	4	0	0
Firemen	5	0	0
Boatswain	5	5	0
Carpenter	7	0	0
Cook	4	0	0
Donkeyman (Overtime extra)	5	0	0

Seafaring.

SATURDAY, JANUARY 4, 1890.

The New Year opens with promises of
increased and beneficent activity on the
part of the Sailors' and Firemen's Union.
Gentlemen sitting in Parliament as repre-
sentatives of the various seafaring con-
stituencies are to be waited upon by
deputations from all the different Branches
of the Union, to ask them to support the
enactment of a Compulsory Load Line.
Delegates from London Branches will, for
instance, wait upon the members of Parlia-
ment for London, delegates from the Glas-
gow Branch on the Glasgow members, and
so on. Liverpool, or, at least, the South
End Branch, appears to think that the
business can be done by letter. This we
believe to be a mistake. It is no doubt
true, as stated at the Liverpool meeting,
that the M.P.'s for that city live far apart.
But the same thing is rather more than less
true of the M.P.'s for London. It is also
true that if the thing is worth doing at all, it
is worth taking the trouble to do in the way
most likely to produce the desired result, and
there can be no question that interviews by
representative deputations are far more
likely to be effectual than mere correspond-
ence. Many or most of the M.P.'s know
little or nothing of the subject, therefore
the majority of them will have questions to
ask requiring answers, and the answers,
again, may require explanations before all is
made clear. To attempt to do this by cor-
respondence would take a much longer
time than by interview, and in the end the
M.P.'s might still be as far as ever from
comprehending the matter. Moreover,
while it is easy to put a letter in the waste-
paper basket and never reply to it at all, or
else to reply in such a way that the M.P.
shall not commit himself, a representative
deputation, especially if accompanied by
reporters, can neither be ignored nor easily
shunted with a few polite phrases that may
mean anything or nothing. The success of
the deputations must depend much upon
the deputations themselves. If they be
composed purely of representatives of the
seafaring class, most M.P.'s, knowing that
seamen as a rule have not votes to give or
withhold, will treat the statements made
with that cynical indifference characteristic
of the politician who has nothing to gain by
giving his support. We should not be sur-
prised if some M.P.'s even insolently
refused to receive any such deputations
at all. On the other hand, if the various
Branches of the Union take care that
the deputations shall consist, not merely
of representatives of the seamen, but
also of representatives of other Trades
Unions—of the men, in short, with votes,
able to give or take from the proudest mag-
nate the title of M.P.—the deputations will
meet with a very different reception indeed.
The Sailors' and Firemen's Union need not
be in too great a hurry over this matter.
There is a full month yet for maturing

operations before the opening of Parliament. There is time to secure the active support of the various other Unions and working men's Societies—for that may be counted upon—and to neglect to provide representation for them on the deputations would be to court disaster. Let it not be supposed for one moment that opponents to the movement are idle. With vast sums of money at their disposal, legions of liars in their pay, powerful papers on their side, and politicians, parsons, and social influence working for them, the Powers of Darkness are not to be overcome without strenuous effort on our side. It is good to confide in the strength of the Union and the justice of our cause. But it is not enough. Although the side of Justice be the winning side, Justice often requires long and hard striving for ere it be obtained. Many, indeed, go down in the battle without ever obtaining it at all.

NAUTICAL NEWS.

MUCH anxiety is felt at Grimsby for the safety of the steam fishing vessel *Sandro*, now considerably overdue.

MR. COLIN JAMIESON, Commissioner of Imperial Maritime Customs at Chetoo, was accidentally drowned on October 31, but his body was not recovered till November 19.

AT South Shields Police Court on December 28, Mr. T. W. Brown, solicitor, made application for a summons against Arthur R. Abbott, for libel on Mr. J. H. Wilson, general secretary of the Seamen's Union. The Bench granted the application.

THE ship *Baring Brothers* has arrived at San Francisco from New York. The crew report having experienced cruel treatment from the mate, Watts, who was in command, and that the food was bad and insufficient.

ACCOUNTS from Berlin state that the attempts of a Hamburg shipowner, to replace German stokers by negroes, have utterly failed. As soon as they landed in the Cameroons, they ran away. Their successors struck work in mid-ocean, and the German sailors had to fill their places.

AN inquest was held at Ramsgate on December 26, on Robert Stoddard, mate of the schooner *Mary Farley*, who died at sea. From the evidence of the master it appeared the vessel was caught in a squall 18 miles off Beachy Head, when the main-sail struck deceased and knocked him down, his head striking against the wheel-blocks. He became unconscious, and died three hours afterwards.

AT Hull, on December 27, Frank Quisnell, seaman, was charged with having fraudulently made use of a certificate of discharge which did not belong to him. It appeared that Quisnell, who was about to sign on the *Rydal Water*, said his name was Gilman, and that his last ship was the *Deademona*. The certificate he produced, however, was one of the discharge of Peter Gilman from the *Coromandel*. He could not explain the discrepancy; hence the proceedings. Mr. Saxelby prosecuted on behalf of the Board of Trade. Prisoner was fined 40s. and costs.

MR. J. H. WILSON, on behalf of the National Union of Seamen and Firemen, has issued a circular to the Parliamentary representatives of seaports in the United Kingdom, calling attention to the great number of lives annually sacrificed in consequence of the overloading of ships. He adds that it is intended next session to introduce a Bill to carry into effect the recommendations of a committee which was appointed to examine and report on the matter, and as representing 70,000 members he appeals for support in Parliament. The circular will be followed up by deputations to each of the Members of Parliament addressed.

THE Bureau Veritas has just published the List of Maritime Disasters, reported during the month November, 1889, concerning all flags. Sailing vessels reported lost: 19 American, 1 Austrian, 41 British, 3 Danish, 1 Dutch, 8 French, 6 German, 5 Greek, 7 Italian, 7 Norwegian, 1 Portuguese, 5 Russian, 1 Spanish, 5 Swedish, total, 110. In this number are included 11 vessels reported missing. Steamers reported lost: 3 American, 1 Belgian, 6 British, 1 German; total, 11. In this number is included 1 steamer reported missing. Causes of losses:—sailing vessels: Stranding 50, collision 12, fire 9, foundered 3, abandoned 12, condemned 13, missing 11; total, 110. Steamers: Stranding 6, collision 1, fire 2, foundered 1 missing 1; total 11.

AT Sunderland, a German seaman, named Fred Kompel, has been charged with smuggling 1 lb. 2 oz. of cigars. Fined 16s. 10d., single value and duty, and the costs.

CAPTAIN JABEZ EVANS, of the *Sarah Williams*, having been missed since Christmas morning, the dock at Bridgwater was dragged, and his body discovered on the 27th.

THE business of the North German Lloyd Company for the current year is said to be the best it has had. The net profits are estimated at £950,000, against £625,000 last year.

THE last of the 13 bodies from the wreck of the steamship *Cleddy*, referred to in last week's SEAFARING, have been picked up. Nine of the bodies were interred at Niton, the coastguard acting as bearers and mourners. All the deceased were much disfigured, and from this it is assumed that the boat's crew were killed by violent shocks rather than drowning.

FROM advices from San Francisco, it appears that the mate and three seamen of the British schooner *Enterprise* were, about two months ago, at Hammond Island, one of the Solomon group, when they were slaughtered and eaten by cannibals. When the news of the massacre reached Captain Hunt, who was cruising near with the corvette *Royalist*, he ordered the villages on the island to be shelled.

ONE of the largest consignments of silver ever brought to this country was, it is reported, landed in Liverpool on Monday from the Cunard steamer *Umbria*, and forwarded to London. It consisted of 873 bars of silver, weighing 24 tons, and valued at £174,600. Two bars, valued at £400, were lost in transit from the bank in New York to the steamer, and no traces of them have been discovered.

AT Sunderland, William Kirkaldy has been sued by Thomas Carter, a sea-going fireman, for £2 16s., alleged to be due. Mr. Bolam defended, and denied the claim. Carter stated that he was engaged on board the steamer *Stapelayder* as a fireman, at 32s. 6d. per week, on December 5. He was discharged on the 9th, and was paid 9s. He claimed a fortnight's wages, in lieu of notice, less 9s. The defence was that the complainant was dismissed for not returning to work on the Saturday afternoon and Sunday, as he should have done. The Court was adjourned for the attendance of the chief engineer, who admitted that he did not tell the complainant to return to the ship on Saturday afternoon. The Bench made an order for the amount claimed.

AN American paper states that Dr. W. M. Jackson's novel yacht, the *Evolution*, embodying the principle of propulsion by a stream of water forced from the stern, has just been launched from the yard of James Lenox, South Brooklyn. Her dimensions are:—Length over all, 108 feet; beam, 23 feet; draught, 6½ feet. The yacht is to be run solely by hydraulic power by a system of pumping water into her and forcing it out through pipes. She will be fitted with a pumping engine of 1,500-horse power, which will give her, Dr. Jackson says, a tremendous pressure, and which will result in giving the boat a speed of not less than 25 miles an hour, and possibly over 30 miles. The water will be drawn in through eight-inch pipes, located in either side of the yacht amidships, and forced in through three-quarter-inch pipes in the stern and stem. She will have no rudder, being steered by deflecting the stream of water. Another feature of the *Evolution's* construction is that she has no knees or frames. The only obstructions in her hull are two or three deck beams.

AT Tynemouth County Petty Sessions, Henry Campion, residing at Wallsend, has been summoned for having assaulted a sailor named George Herring, on the high seas on the 1st and 23rd October. Mr. Jacks appeared on behalf of the complainant, who is fireman on board the steamship *Energia*, and who said that while that vessel was lying at Port Said on the October 1, the defendant, who is chief mate on board, ordered him forward, and then threw him into the engine-room with such violence that had he not had the presence of mind to clutch a handrail he would have fallen a distance of 40 feet. While in the engine-room defendant kicked him severely on the thigh, inflicting such injuries as caused him to be laid up for five watches. On October 23, he was standing at the gallery door when he was ordered away by the defendant, who afterwards struck him and knocked him on the deck. Defendant said it was in consequence of the complainant incessantly refusing to obey orders that he laid hands on him. He denied ever striking him, however. The Bench dismissed the case "owing to the complainant's testimony being uncorroborated."

SAILORS' AND FIREMEN'S UNION.

LONDON BRANCHES.

At the weekly meeting of the Tower Hill Branch, held December 31, Mr. Allison was elected chairman for the evening. It was proposed by Mr. Irving, and seconded by Mr. Hynes, that we elect a chairman every meeting night—carried. After the reading and adoption of the minutes of the previous meeting, the secretary read the correspondence, among which was a letter from Mr. Fardell, asking for three weeks' rent in lieu of a month's notice. It was proposed by Mr. Irving, and seconded by Mr. Evans, that as we paid him the rent weekly, one week was sufficient notice to give, and we should not give him any more—carried. It was then proposed by Mr. Fegan, and seconded by Mr. Hynes, that Mr. Gerry should be nominated assistant-secretary. Proposed by Mr. Morant, and seconded by Mr. Callaghan, that Mr. Cleary be nominated. Mr. Donovan was also proposed by Mr. Perkins, and seconded by Mr. Evans. In the election, Mr. Cleary obtained 19 votes, Mr. Donovan 4, and Mr. Gerry 3. Mr. Cleary was considered duly elected. In the event of any objection arising on the Executive with regard to this, it was proposed by Mr. Irving, and seconded by Mr. Hynes, that Mr. Crawley should place the matter before them. A member of Tidal Basin Branch then applied for the first prize given in aid of the banner fund, but through some misunderstanding the prize had already been drawn by someone else. It was proposed by Mr. Irving, and seconded by Mr. Evans, that the member should receive the sum of 10s. in lieu of the prize. This was carried unanimously. The election of auditors for the next term then took place. Mr. Allison was proposed by Mr. Crawley, and seconded by Mr. Hynes; Mr. Irving was proposed by Mr. Cleary, and seconded by Mr. Deery—both were unanimously elected as auditors for the Branch. During the evening the late president (Mr. Evans) was the recipient of a gold star, presented by the Tower Hill members for his services during the time he had occupied the chair. Mr. Walsh, the district secretary, was asked to make the presentation to him, and said he had the pleasure of presenting him with the first gold star presented to any member of the Union in London, and hoped he would long live to wear it. After Mr. Evans had thanked the members for their testimonial, the meeting adjourned.

Tidal Basin and Green's Home Branch reports had not arrived when we went to press. Members of the Sailors' and Firemen's Union are said to be engaged in picket duty in connection with the South Metropolitan Gas Strike, but we have no information on the matter; neither have we received notice or reports of meetings on the same subject, in which members of the Union are said to have taken part. The position of the strike appears to be the same as last week.

LIVERPOOL BRANCHES.

At the meeting December 23, Mr. West in the chair. Mr. Brown in the vice-chair, the treasurer, Mr. J. Turkington, services were taken into consideration, he having been treasurer since the first establishment of the Union in Liverpool. Mr. J. Conway moved that we pay him £5 as a gratuity, which was seconded by Mr. R. Miller, and carried. Nominations were then called for to make up the committee. It was moved by Mr. R. Miller that Messrs. Fearon, Noble, Davies and Bell, who were members of the old committee, should be re-elected; this was seconded by R. Williams and carried. Mr. R. Delve then moved that the secretary write the Executive urging upon them the necessity of allowing us to elect a district committee for the express purpose of transacting district business, so that we may have uniformity of action in all the Branches of the district; this was seconded by Mr. J. Conway and carried. A member of the Cardiff Branch was present, who wished to be forwarded on to Cardiff (his name is S. Neilsen, Branch No. 693), he having been in hospital in Palermo over two months, and had been sent on to Liverpool in the *s.s. Zena*, consul passenger. It was proposed by Mr. Conway that he be sent home, and that 15s. be given him for that purpose; this was seconded by Mr. F. Lowe and carried. The delegate was then sent with him to the station to see him off. The secretary then brought before the meeting the position of the Union in Liverpool, stating that he believed the time had now arrived when Union men ought to determine that they would not sign articles with non-Union men, and promised to bring it before the next meeting for further consideration, and he hoped all members present would bring it

under the notice of all other members they might come in contact with, after which a hearty vote of thanks to the chairman brought the meeting to a close.

At the meeting of the South End Branch, Dec. 30, Mr. A. J. Candler in the chair, a letter was read from an official at Sunderland, calling the Branch's attention to the fact that it had spent its Branch management funds during the late strike, and what funds the Branch now have belonged to the general fund. This letter caused a very bad feeling among the members present, and we had a large meeting. It was moved by Mr. R. Shepherd, that the members of the Branch consider this letter a gross insult, and that the secretary write Mr. Wilson to this effect, and also that it be sent to SEAFARING for publication. This was seconded by Mr. A. Duncan, and carried. The financial statement for week was next read and considered satisfactory. A card and death certificate of one of our members by the name of J. Cannon was handed in for the meeting to consider. It was moved by Mr. Ohi that his friends receive the contents of the poor box; seconded by W. McLoughlin and carried. The case of another member of our Branch named Herring, who had been assaulted by the chief officer on board ship while at sea was considered. His case had been taken up at North Shields by the Union solicitor there. He had to pay all expenses on account of not being in compliance with the rules, and he felt dissatisfied. After due consideration, it was moved by Mr. R. Shepherd that Mr. Herring not having complied with the rules, we let the case remain as it is. Seconded by R. Deive, and carried. The election of auditors was next taken. Mr. Rogers proposed Mr. West as one. It was seconded by R. Murray, and carried unanimously. Mr. R. Shepherd then proposed Mr. A. J. Candler as the other auditor; seconded by Mr. Rogers, and carried without a dissentient. There being a vacancy on the Executive Council for a nomination, Mr. A. Duncan moved that Mr. A. J. Candler be elected. This was seconded by Mr. J. Rogers, and on being put to the meeting 19 voted for and none against. The nomination will have to go before the meetings at Bootle and Birkhead before it can be declared carried. It was then considered that we could not have a better meeting than the present for dealing with the request of the general secretary that a deputation be appointed to wait on the members of Parliament for their reply to the resolution which had been forwarded them with respect to giving their support to a measure for a compulsory load-line on all ships. It was moved by Mr. Conway that the secretary write Mr. Wilson asking him to allow us to write to each M.P. for Liverpool, as there are eleven, and a deputation would have a difficult and expensive task to wait upon them all, as they reside so wide apart. This was seconded by Mr. Rogers, and carried. After four more Committee men being elected, viz.: Messrs. Duncan, Shepherd, Williams, and Murphy, the meeting was brought to a close at 10.30 p.m.

The weekly meeting of the Bootle Branch was held on Tuesday evening at 7.30 p.m., Mr. Hendry, vice-president, in the chair. The secretary read the minutes of the previous meeting, which were approved, also the financial statement for the week. Election of Committee:—Mr. McGovern proposed Mr. Edwards, Mr. Banks, Mr. Murphy, Mr. Antony, and Dr. Leet to act on the Committee for the ensuing half-year, which was carried. Mr. Murphy proposed Mr. McGovern, which was seconded by Mr. Boag; carried. Mr. McGovern proposed Mr. Boag, seconded by Mr. Reardon; the remainder of the Committee to be left till next meeting. The election of auditors was next taken:—Mr. McGovern proposed Dr. Leet, which was seconded by Mr. Reardon, and carried. Mr. McGovern proposed Mr. Boag be auditor with Dr. Leet, which was seconded by Mr. Murphy. The election of a member of the Executive Committee:—Mr. Candler being nominated at the South End Branch, and Mr. Boag being nominated by this Branch, it was decided that the decision of the election be left to the majority of the votes in the three Branches. Mr. McGovern proposed the sum of £10 be given to the treasurer for past services rendered. This was seconded by Mr. Boag. Mr. Murphy moved as an amendment that £5 be given instead of £10. This was seconded by Mr. Reardon, and being put to the meeting, the amendment was carried by six votes. Mr. McKevill, of this Branch, brought 51 new members to join the various Branches in the district.

GLASGOW BRANCH.

At the meeting held in the Typographical Hall, December 26, Mr. J. McQuillan in the chair, after the usual routine business, nominations were taken for the election of office-bearers for the ensuing half year, and were as follows:—Chairman, Mr. J. McQuillan, proposed by E. Bryson, seconded by

W. Rae. There being no other candidate he was unanimously voted to the office. As vice-chairman Mr. McGregor was proposed by J. Farquharson, seconded by Mr. Conlin. Mr. G. Taylor was proposed by Mr. Bryson and seconded by Mr. Hammett; they were unanimously elected. Our three present trustees, viz., Mr. Councillor Tait, Mr. Chisholm Robertson, and Mr. Drummond, of the United Trades Council, were re-elected on the motion of Mr. Murdoch, seconded by J. Farquharson, also our present treasurer, Mr. A. J. Hunter. It was afterwards proposed by Mr. J. Bracken, seconded by Mr. J. Wilson and unanimously carried, that our two outside delegates, J. McKernon and J. Ingram, remain in office, but that the secretary be empowered to fine or dismiss them, subject to the approval of general meeting, if they should misconduct themselves, the fines to range from 5s. to £1, and afterwards dismissal. At this stage it was found that there was a non-Unionist amongst us, and after discovering that it was a member of our Branch who had brought him into the Hall, the member was severely censured. It was proposed by E. Bryson, and seconded by J. Dowds, that he be fined in 10s. As an amendment, Mr. G. Taylor proposed, seconded by Mr. Conlin, that he be fined £1. The amendment was carried. It was likewise unanimously carried, on the motion of Mr. Wilson, seconded by Mr. McNeil, that he be allowed 12 months to pay the fine. The nominations afterwards going on, the following were nominated, and unanimously elected as forming the Branch Committee:—

COMMITTEE.	PROPOSER.	SECONDER.
Mr. E. Bryson, 27, Carrick-st.	Mr. Murdoch.	Mr. Coston.
Mr. T. Coston, 119, Plantation-street.	Mr. McGregor.	Mr. Conlin.
Mr. W. Ruthven, Sailors' Home.	Mr. Farquharson	Mr. Wilson.
Mr. J. Wilson, 30, West Bothwell-street.	Mr. Bryson.	Mr. Sherlock.
Mr. P. Sherlock, 227, Dumbarton-road.	Mr. Wilson.	Mr. Houston.
Mr. D. Houston, 45, Richard-st.	Mr. Wilson.	Mr. Farquharson
Mr. W. Rae, 107, McLean-st.	Mr. Bracken.	Mr. Dowd.
Mr. N. Heelor, Paisley-road.	Mr. Harper.	Mr. McGregor.
Mr. Farquharson, 7, Ingram-st.	Mr. Taylor.	Mr. McGregor.
Mr. A. McGregor, 247, So. Wellington-street.	Mr. Wilson.	Mr. Mills.
Mr. J. Dowd, 29, Grace-street.	Mr. Wilson.	Mr. McGregor.
Mr. J. Phillips, 169, Clyde-street.	Mr. Hammett.	Mr. Campbell.

There were three nominations for Executive representation, and were as follows:—

	PROPOSER.	SECONDER.
W. Rae	G. Taylor	Langlands
A. McGregor	J. Wilson	E. Bryson
J. Farquharson	T. Coston	Taylor

Votes:—Mr. McGregor, 19; Rae, 9; Farquharson, 4; majority for McGregor, 10. For the representation for Trades Council there were 5 nominations, viz.:—

	PROPOSER.	SECONDER.
W. Rae	J. Farquharson	J. Dowd
J. Wilson	McGregor	Houston
L. Secretary	Bryson	Brown
D. Secretary	Taylor	Fyfe
McQuillan	Rae	Taylor

Voting:—Rae, 5; Wilson, 9; L. Secretary, 25; D. Secretary, 21; McQuillan, 18. As there could be only two representatives, it was therefore declared that the Local and District Secretaries were duly elected. Nominations for Auditors were next on the list, and were as follows:—

	PROPOSER.	SECONDER.
J. McQuillan	G. Taylor	E. Bryson
J. Farquharson	Conlin	J. Murdoch
P. Sherlock	McGregor	Wilson
J. Gray	Munroe	Bryson

Voting:—McQuillan, 20; Farquharson, 5; Sherlock, 6; Gray, 10. It was therefore unanimously declared that McQuillan and Gray be the auditors. On the motion of Mr. J. Wilson, seconded by Mr. J. Farquharson, it was unanimously agreed that the two outside delegates be the tellers. After some discussion on the returning of Mr. Angus Campbell as our legal adviser, it was proposed by Mr. Farquharson, seconded by Mr. A. McGregor, that Mr. Campbell still be our legal adviser, on condition that he attends personally all small debt cases, and that our local secretary visit Mr.

Campbell and report to the first meeting. This also was carried unanimously. After an address from Mr. Darby on the utility of having a doctor for the Branch, it was unanimously agreed that the following gentlemen be interviewed relative to their terms:—

	PROPOSER.	SECONDER.
Dr. White	Farquharson	McNeil
Dr. Smith	Wilson	Bryson
Dr. Hart	McGregor	Sherlock
Dr. Hardie	Bracken	Ashpland

Next meeting being the one previous to our *soirée* coming off, discussion ensued as to the advisability of holding it or not. Mr. Farquharson proposed, seconded by Mr. Taylor, that it should be held. As an amendment it was proposed by Mr. Wilson, seconded by Mr. Bryson, that we do not hold it. The amendment was carried by a majority of 8 votes. The continual complaints of masters and officers about men failing to join their ships at the appointed time, thereby causing them a great deal of inconvenience, and providing certain large Steamship Companies' superintendents with an indirect means of attacking our organisation by saying that since our Union started there have been more desertions than ever was before, has compelled the committee to draw up a scale of fines dealing with men not joining their ships, and with men talking Union business with non-Unionists. The following fines were submitted for the approval of the general meeting, and were approved of and will be strictly enforced. For failing to join a ship at the time appointed, first offence, 5s.; second offence, 10s.; third offence, £1; and twice in one year, £3; and shall be allowed one month to pay first fine, two months second fine, three months third fine, six months fourth fine. For making public the Union's business, first offence, 5s.; second offence, 10s.

In consequence of certain legal proceedings which are pending, Mr. Darby has requested us not to publish at present the letter from him to which we referred last week. We have received the following letters:—

Dear Sir,—Kindly allow me space in your valuable journal to give vent to my righteous indignation at the way Mr. Darby has been treated by the political humbugs of the Premier Branch N. A. S. & F. U. G. B. & I. This controversy referring to Mr. Darby's conduct began immediately on his taking the office of district secretary, and all the complaints and slanderous insinuations brought up at the Branch business meetings anent him was, I am sorry to say, when matters of importance had called him miles away. Now I consider in all fairness to any man, that there should be none of this behind-back squabbling. I presume also that the political party in question wants to supplant Mr. Darby by one of their own kind; if so, why not bring him forward? and I am sure Mr. Darby will drop the gloves cheerily if his opponent be the superior man. Or let the general secretary come to Glasgow and investigate the matter and give honour to whom honour be due. I will close by saying there is a rough element reigning supreme just now in the above Branch, whose ignorance is more to be pitied than despised. And I also venture to say until they are completely weeded out there will always be discontent in this flourishing Branch. Hoping soon to see the organiser of the Glasgow Branch reinstated as leader once more.—I am, sir, yours in unity, Santa Claus, Glasgow, December 30, 1889.

Dear Sir,—I would like you to make public the position the Glasgow Branch can maintain in regard to the shipping of scabs in Glasgow ships. In going to the office on Saturday morning I was informed that 10 men had come from Liverpool accompanied by a Board of Trade officer for the steamship *Burnley*, of the Direct Line. I went on board and interviewed the men, and explained the principles of our Union to them. The men, I may say, left the ship in a body, and in going back to get their clothing found the chief officer standing sentry at the gangway over their bags, and he would not let the men remove them until they paid him their fare from Liverpool. Knowing quite well that the men had no money, and thinking that if he retained possession of the men's effects he would get them on board again, and knowing that the men's clothing was illegally detained, I consulted our legal adviser, who sent the owners and captain a sharp letter for the delivery of the clothes. In going back to see how things were progressing I was met on the quay by the captain and another official, who asked me what was the cause of the trouble. I explained to them that it was impossible for any ship to leave the Clyde with a crew of non-Unionists. They again asked if there was any means of arranging matters so that they could get their ship away that tide. I replied it was easily arranged if they would advance the men sufficient money to join the Union, as they

were determined not to sail in the ship unless they sailed as Unionists. This the captain gladly consented to do, and in one hour afterwards a clerk was in our office paying the men's entrance fees, and to make sure that the fees were paid the captain called himself; before leaving he intimated that in future he will not employ any man unless he can produce a Union card—and I am sure he will find it more advantageous to himself and his owners by doing so. Thanking you for the insertion of this letter, I remain, Mr. Editor, yours, &c., J. D. Boyd, Glasgow, December 28, 1889.

PORT GLASGOW BRANCH.

The usual weekly meeting of this Branch was held December 30, in the Boilermakers' Hall, Mr. John McArthur in the chair. Mr. Darby, district secretary, and Mr. Boyd, Glasgow Branch secretary, were also present. A social evening was spent. After the chairman had addressed the members present, and wished them the compliments of the season, the main brace was spliced in true sailor fashion to the strains of a well-worn chanty, viz., "Bound for the Rio Grande," led in fine style by Mr. M. O'Connell. Mr. Seamon Williams, the new vice-president, on behalf of the members, presented Mr. E. Donnelly with a very handsome gold Union badge, bearing the following inscription: "Presented by the members of the Port Glasgow Branch to E. Donnelly, secretary, December 30, 1889." Mr. Donnelly, in rising to reply, was received with loud cheers, and suitably acknowledged the gift, after which the grog-can was sent round. The evening was spent in songs, the meeting being addressed by Mr. Boyd and Mr. Darby, who referred to Mr. Donnelly in flattering terms. Mr. Darby and Mr. Boyd then left to catch their train. Mr. Hugh McCann, ex-vice-president, referred to the loss of the s.s. *Ovington*, and asked the members to pass a vote of condolence with the relatives of the deceased, and a vote of sympathy with Captain Gourlay and his officers. Mr. Donnelly referred in the highest terms to the humane conduct of Mr. Samuel Ochrane, second officer of the s.s. *Ovington*. Mr. Darby, Mr. Boyd, Mr. Wilson, and the Union, were afterwards toasted in right good style, after which the meeting broke up to the strains of another good chanty.

CARDIFF BRANCH.

The usual weekly meeting was held at the Wyndham Arcade Hotel, December 30, Bro. Chubbs in the chair, when there was also present the general secretary. The minutes and cash account having been read and accepted, the general secretary gave an able address on the progress of the Union. It afforded him great pleasure to be present at their meeting to hear the income and expenditure of their Branch read, which showed the great success of the Cardiff Branch, and he hoped that in another twelve months their income instead of being £75 per week would be twice that amount (applause), and that if only seafaring men would work for the next twelve months the same as they had done for the past twelve, there will be a great and glorious future in store for them. It was only now that the mighty effort of their Union was being felt. Speaking on collisions, he said that there are many that cannot be avoided, but there are others which can, and are the cause of losing so many hundreds of lives at sea. Referring to the state of the forecastles at the present day, he maintained that such places were not fit to live in. It ought to be the duty of seamen, with the aid of their great organisation, to compel shipowners to make the forecastle comfortable and fit to live in. The general secretary then urged all members to be punctual in their engagements and to be aboard at the appointed time. In conclusion the general secretary, speaking on the duty of members, said that if only each member would do his duty and help to build up their organisation, which had made greater progress than any other Union or Society in the kingdom, in time it would be an everlasting monument to them on which those that came after would look with pride. The next business was the election of officers, and after a deal of discussion the meeting closed at 10.30 p.m. As our correspondent does not give the names of the officers elected, we presume that those who have been in office for the last six months were re-elected.

MIDDLESBROUGH BRANCH.

At the general meeting of this Branch on December 23, it was moved by Mr. Rotinson, and seconded by Mr. Collins, that Messrs Poole & Cofield, fireman and sailor respectively, become members of this Branch of the Union, which was carried. It was proposed by Mr. Graveson, seconded by Mr. D. North, that the members of the Middlesbrough Branch adopt the same scale of fines (for members backing out of ships) as the Tidal Basin Branch, viz., 5s. for the first offence, to be paid in one month;

10s. for the second offence, to be paid in two months; £1 for the third offence, to be paid in three months, and any member losing his passage twice in any one year to be fined the full penalty of £3, to be paid in six months. This was carried unanimously. It was proposed by Brother Sampson, seconded by Brother Mucklow, and supported by Brother O'Leary, that the members of the Middlesbrough Branch instruct the secretary to write to the Executive Council, asking them to have the question of the reduction of contributions of members working on shore again taken up, as it affects many members of this Branch, no reduction to take effect until a member shall have worked one month on shore. This was carried.

At the general meeting held December 30, Mr. John Hardy in the chair, Mr. Charles Frear, vice-chair, after the enrolment of three new members the nomination of officers for the ensuing six months took place:—Bro. John Hardy, President; Bro. Sampson, Vice-President; Bro. Robinson, Treasurer; Bro. George Cathey, Secretary; Bro. George Mallam, Outside Delegate; T. W. Brown, Esq., of Sunderland, Solicitor; and John Ellerton, Esq., M.D., Medical Officer. After a reconstruction of the committee, it was proposed by Bro. Robinson, seconded by Bro. Bowden, that the secretary have two days' holiday, which was carried unanimously. After a most animated debate on the load line question and the resolutions to be submitted to the Executive, the meeting adjourned on the motion of Bro. Brady.

GRAYS BRANCH.

There was no meeting of this Branch during Christmas week, but the members held their first concert in the Board schools on Christmas Eve. Captain W. Scriven, R.N., presiding, and a splendid programme was got through in good time. The audience was not so large as it might have been, owing to the unavoidable absence of a great many members who were otherwise engaged in the various public-houses in the neighbourhood. Thanks, however, to the following members, Messrs. Mills, Burke, J. Devine, Longman, Freeman, O'Neill, Burns, Wilton, and D. Devine, everything went in good order. The following was the programme:—Overture (violin and piano), "La Couronne d'Or," Miss Casey and Mr. T. A. Bacon; song, "Steering Home," Mr. Menzies; song (humorous), "A Lady Help," Mr. T. F. Casey; song, "Eileen Allana," Mrs. White; song, "The Loneshoreman," Mr. Carruthers; humorous song, "Westminster School," Mr. John Higgins; pianoforte solo, Miss Scriven; song (topical), "Up in the Clouds so High," Mr. D. Brown; song (comic), "Ennisconry," Mr. Connolly; hornpipe, A. Gay and J. Harris (boys of T.S. *Shaftesbury*); pianoforte duet, "Gigue in G," the Misses Casey; song, "Tom Bowling," Mr. Councillor Walsh; song, "Baby and the Bicycle," Mr. T. F. Casey; song, "Barney O'hea," Mrs. White; song, "The Man at the Nore," Mr. Carruthers; song (humorous), "Tim Finnigan's Wake," Mr. Connolly; pianoforte solo, Miss Scriven; song, "The Toreador Song" (from "Carmen") Mr. Menzies; song, "White Wings," Mr. D. Brown; chorus, boys of T.S. *Ezmouth*.

SUNDERLAND BRANCH.

This Branch held their usual weekly meeting December 30, at 174, High-street East, Mr. F. Hines in the chair, there was a very large attendance of members present. The minutes of the previous meeting were confirmed. It was decided to hold the concert to Signor Durland on the January 11, instead of the previous date fixed, on account of the hall being engaged. The members expressed themselves very much dissatisfied with the *Sunderland Echo* in not publishing the letters sent to it. The North of England Society is still opposing the National Union in every possible way that they can think of, and working into the hands of the shipowners. This Branch has appointed a deputation to wait upon the local M.P.'s, and ask them if they are willing to support a Bill to fix a compulsory local line.

At the usual weekly meeting December 23, there was a very large attendance of members. A complaint was made against four members who had signed with the local Society scabs. It was resolved that they be fined 20s. each, and it was unanimously resolved that on and after the 1st of January, 1890, the entrance fee be 10s. Mr. J. H. Wilson then addressed the meeting at length on several important questions in connection with the Union. The election of officers for the next half year then took place. Mr. George Dunn was elected president; Mr. W. Airson, vice-president; Mr. J. K. England, treasurer; Mr. W. C. Lonsdale, secretary; Mr. J. Henderson, delegate. The following were elected on the committee, H. Hayman, N. Lase, J. Budd, J. E. Duncan, M. Waister, V. McGuinness, W. Cawly, Y. Ypey, H. Smith, S. Millar, F. Gilbert, W. Swan-

son. Messrs N. Lase and H. Smith were elected auditors for the half year. The Branch then decided to have the concert to Signor Durland take place on the 20th of January instead of the 15th. Mr. Wilson said that Signor Durland had done much for the Seamen and Trades Unionists at large, and hoped that everybody would do their best to make the concert a success.

BURNTISLAND BRANCH.

We have received the following:—Dear Sir, having been newly appointed chairman of the Burntisland Branch, I trust you will allow me a space in our little clipper to tender my sincere thanks to the members of the Branch for the honour they have conferred on me in placing me in that position to work hand in hand with our most worthy old secretary. We all know here, and members of other Branches know also, that we possess a secretary that well deserves all the good that has been said of him through your paper, and we have witnessed more of him. This last fortnight he has done some noble work for our Union in defeating blacklegs and masters who are against us. He has been scattering blacklegs right and left and gaining victory in every point, making some captains pay for their experience. In Methil one had to fork out pretty heavily, and another had to pay blacklegs' fares and expenses back to Leith, and take our men. So much for the Leith boys. It would be well for them to take a lesson from this, and not encroach on Mr. Moodie's ground, for he is bound to come down heavy on them. It is very expensive on our little Branch, but it will bring back a hundredfold to the Union. He has all the boats that come in here to supply with men, captains and engineers are to be found in his office always, and up to late at night asking him for men, he they have found out that the men he supplies can be relied on. In fact I have seen letters from more than one captain thanking him for the good men he has sent to them. They write from other ports to him asking him to send men to them, knowing he can be relied on.—I am, etc., Alexander Bannatyne, Chairman.

GRAVESEND BRANCH.

At the meeting of this Branch December 28, Mr. Berkley was unanimously called upon to occupy the chair. The secretary reported twelve new members since last meeting, and it was resolved on the motion of Bro. Cunningham, seconded by Bro. McCluskey, that they be duly accepted members of this Branch. The minutes and financial statements for the week were then read and approved of. After reading correspondence from head office and other branches and discussing matters interesting to the Branch, it was moved by Mr. Cunningham, seconded by Bro. Ferguson that we elect officers for the next half year, the successful candidates being respectively as follows:—President, J. Berkley; Vice-President, J. A. McCluskey; Secretary, J. Wildgoose; Treasurer, J. Cole, Esq.; Trustees, Messrs. Mercer, Miller, Appleton; Committee men, Messrs. Brook, Cunningham, Woods, Alder, Addison; Auditors, Bros. Berkley, Miller, McCluskey, Tuesday, 29th December, being the day set apart for the annual meeting, the committee regretting that the editor could not insert the letter in full, so that the public would have been able to treat it for what it was worth. The committee advised men to treat it with the contempt it deserves as the writer was well known by several of the members present. A good meeting then adjourned with a hearty vote of thanks to the chairman and wishing our gallant craft SEAFARING a prosperous and happy New Year.

GREAT GRIMSBY BRANCH.

The final meeting of last year of this Branch was held on December 30. Previous to the minutes and financial statement for the past week being submitted, the secretary briefly addressed the meeting, congratulating them on the success, both financially and numerically, which had attended the Branch since its first formation on April 1st, 1889. It had been founded by 24 sailors and 447 financial members, and he hoped before long to have a Fishermen's Branch of the Union also established. The minutes and accounts were adopted, and the election of officers then took place, with the result as follows:—President, Mr. George Brown; vice-president, Mr. Chester Chapman; district secretary, Mr. F. W. Young; treasurer, Mr. E. Colebrooke, Esq.; trustees, Mr. Councillor Chapman, Messrs. H. Jolliffe and C. McCutcheon; management committee, Messrs. Pinney, J. Thompson, Burnett, Dales, Tate, Andrews, Thompson, Naylor; auditors, Messrs. Tully and Stone. The new members enrolled during the past week were accepted into the Union. A discussion took place

on the question of taking in seafaring men working ashore at 1½d. per week contribution, to which some exception was taken. The secretary explained that this was decided at the Cardiff Congress, and to prevent any imposition, on the motion of Mr. E. Evison, seconded by G. Brock, it was resolved—That no member should come under this rule until he had been working ashore three months and paid his full contributions for that time. This would have a tendency to prevent members allowing themselves to run out of compliance, and attempting to rejoin again should they at any time wish to go to sea. Seafaring men wishing to join under the new rule could do so at the entrance fee of 2s. 6d. and 1½d. per week, on condition they agreed to pay the balance of entrance fee should they start going to sea again on monthly or weekly wages, but would be allowed to take runs. A vote of thanks to the retiring president, Mr. A. J. Wickett, was unanimously agreed to, on the motion of Mr. Evison seconded by Mr. Corner.

WEST HARTLEPOOL BRANCH.

The usual weekly meeting of the members of this Branch was held December 25, at Russell's Buildings. The first thing to meet the eye on entering being a very handsome Christmas box, made and presented to the Branch by Mr. Bailey, president, in which the large-hearted might deposit their offerings for the poor widows and orphans at this festive season. Mrs. Gotts, mother of a brother member, was the first depositor, for which it is to be hoped she may receive interest a thousandfold. The principal bone of contention was the rule prohibiting members from sailing in any capacity but the one for which they joined. In the case of one member who is on the books as A.B. but is now sailing as steward, it was resolved to allow him the privilege of transferring to that capacity on producing proof of ability, failing to do so to be brought out, meanwhile to clearly understand no transferring back over to be allowed. The cases of two members rather slack in stays, were also dealt with. One who had run the allotted span from no work and other excuses had to pay 12s. 1d. arrears, and a fine equivalent to the present entrance fee; the other whose slackness had not extended so far being left off with a fine of 2s. 6d., in both cases the money to be paid before proceeding to sea. The election of officers resulted in nearly all the old hands taking on for another term, the most notable exception being Mr. T. Payne, our energetic O.D., who has cried enough.

LEITH BRANCH.

The usual weekly meeting was held December 28, when there was a good turn-out of members. Mr. James Skinner presided. The secretary read the minutes of the general meeting of the previous week, and after some discussion they were adopted, and the resolution regarding the outside delegate, which read, "That the representative on the Executive be instructed to lay before them that the Branch was resolved to have an outside delegate" was amended to "That the secretary be empowered to notify the general secretary of that resolution, so that it may be placed on the agenda paper of the next Executive meeting, in accordance with the order sent from head-quarters." The secretary read the financial report for the previous week which was adopted unanimously. He also read the correspondence, which gave rise to several remarks from the members. After several other items of business, among them being the leave for the New Year's holidays being granted to the secretary for which he thanked the members—the election of officers was brought up, and on being put to the meeting it was agreed that those nominated at last meeting be elected and take their places on Thursday, January 9, which will be the first meeting of the new year. The office-bearers for the next half year are: chairman, Bro. Barnett; vice-chairman, Bro. Smart; secretary, Mr. R. Smith; hon. treasurer, G. Archer, Esq., J.P.; Committee: Bro. McGregor, Sutherland, Laidlaw, Gibson, Messer, Parker, and Leask. The trustees remain as before, viz.: Messrs. Marshall and Archer, junr., as also the solicitor, W. I. Haig-Scott, Esq., S.S.C., until his term of one year be completed. On Saturday the secretary paid a visit to the shipping office, when the crew of the s.s. *Maraca* were signing articles. Several of the old hands wished to go back in her, but they were non-Union men, and through the help of the others they had to join the Union before signing. But they almost immediately received a benefit from so doing, as the wages they received were: sailors, £4 15s.; firemen, £5; donkeymen, £5 10s., this being the second advance within six weeks. All the men around Leith are greatly pleased with the wages, especially the non-Union men who have since to a great extent come and joined the Union, therefore Leith is considered not behind any Branch for wages, 32s. 8d.

weekly having been paid on Monday. Mr. Smith, the secretary, is to be congratulated on such successful results, especially when we remember that he has had to fight against bitter opposition.

DUNDEE BRANCH.

At the usual weekly meeting of this Branch, held on December 23, Mr. Miller in the chair, a letter was read by the secretary from a member of this Branch working at the Forth Bridge, who acts as a treasurer and secretary for the members of the Union working at the Bridge, with regard to a member who lost a couple of fingers, and was unable to work at present, asking if he could get any compensation from the Union. It was stated by Mr. McKendrick that the men at Forth Bridge joined the Union without any immediate thought of obtaining anything out of the Union, but merely for the purpose of encouraging men to join it. Mr. McDonald proposed that the man get 10s. a week for 6 weeks; it was seconded by Mr. Hollern and carried. With regard to the men of the *Pladda*, Mr. A. McDonald proposed that they should pay up from the commencement of this Branch, and that a fine of £1 be charged to each man. This was seconded by Mr. Coullie. Mr. Dorward moved an amendment that the fine of £1 be not charged, which was seconded by Mr. A. Y. McDonald. A vote was taken and the amendment carried by 3 votes. Mr. Coullie then moved that the entrance fee be 10s., to commence on the 1st of January 1890. This was seconded by Mr. Bell, and carried. Mr. Knight then proposed the adoption of the resolution passed by the Tidal Basin Branch and to include this Branch also, "That any member of this Branch missing his passage shall be fined 5s. first offence, 10s. second offence, and £1 for the third offence. And any member missing his passage twice in one year shall be fined the full penalty of £3. One month to be allowed to pay the 5s. fine, two months to pay the 10s. fine, and three months to pay the £1 fine, and six months to pay the £3 fine"—carried. Mr. A. McDonald moved that any man be expelled from the Union if he refuse to pay the fine. This was seconded by Mr. Coullie and carried. An election of office-bearers then took place, and the following were unanimously chosen for the ensuing six months:—Chairman, Mr. C. Miller; secretary, Mr. H. McKendrick; treasurer, Mr. J. Smith; vice-chairmen, Mr. A. McDonald and Mr. A. Y. McDonald; special committee, Messrs. G. Knight, Jas. Davidson, P. Greig, W. Sword, W. Blake, W. Coullie, and E. Cowie.

NEWCASTLE BRANCH.

At a general meeting, Mr. Errington in the chair, complaint was laid by Mr. L. Prince that a man had been started at Elswick to cover pipes, and that the manager had found fault with him and discharged him, saying he was incompetent. Mr. Mansell said the Union could not interfere in cases of that sort. Ten sailors and 13 firemen were reported out of employment. Mr. J. A. Prince proposed that the office be closed on Christmas Day and the day after, Mr. Purvis seconded, and it was carried unanimously. At the meeting, December 23rd, Mr. Purvis in the chair, after nominations had been taken, 15 were elected on the committee. Mr. Errington was elected president; Mr. Purvis, vice-president; Mr. Mansell, secretary; Mr. England, treasurer; Mr. Girling and Mr. Harris, trustees; Mr. Jacks, solicitor; and H. W. Newton, Esq., surgeon to the Branch. A letter from Tidal Basin was read, asking Mr. Mansell to let the secretary know how they dealt with men who backed out of ships. Mr. Mansell was instructed to reply. Correspondence was also read from the Central Office, requiring a deputation to be appointed to meet the Members of Parliament for the City, with reference to the Load Line being made compulsory. Mr. Mansell, Mr. Errington, and Mr. Neilson were appointed as a deputation. Complaints were made that some men who had received the advance, working at Hawthorn's, were not members of the Sailors' and Firemen's Union. Mr. Mansell said he was doing all he could to work harmoniously with all, more especially with the Labourers' Union, and he hoped that members of this Union, now that they were just beginning to make their power felt, would not abuse it. He also hoped that the members of the Sailors' and Firemen's Union would try to persuade these non-unionists to join the Union. Samuel Heads complained that a number of firemen had given their notices in without consulting the Union or its officials. Mr. Mansell said he had not received intimation of the above, and he certainly must condemn the action of anyone who, without first consulting the Union, took the power in their own hands. But if the meeting said he was to assist these men it would be his duty to do so. Mr. Neilson said it was the duty of the members as Unionists to assist each other. He hoped Mr.

Mansell would do his best to arrive at a settlement. Mr. Errington, Mr. Palmer, and others spoke. A resolution that the office be closed on New Year's Day was unanimously carried. Mr. Mansell was asked if he had seen correspondence in SEAFARING relating to cooks, and asked if he was going to answer it. In reply Mr. Mansell said he should answer it when he had time.

HULL BRANCH.

At the usual weekly meeting the following resolution was unanimously carried:—"1. That the district working expenses be divided proportionately between the Branches constituting each district, and that the Executive be asked to confirm this resolution. 2. That a general as well as a Branch number be given to every member of the Union, and that all Branch secretaries be directed to forward to head office every week a nominal roll of new members enrolled during the week, and their names be published in SEAFARING for general information purposes." Two shipwrecked claims were paid at the meeting to Messrs. Wagner and Ferguson, members of the Blyth Branch, who lost their effects in the s.s. *St. Andrews*. Some little time back the Hull Branch applied to the Blyth Branch for the transfer of these two identical men to the first-named Branch. But this application was not entertained, and it was proposed that this meeting pass a vote of censure on the secretary of the Blyth Branch, and that the Blyth Branch be asked to refund to the Hull Branch the sum of £3, as well as to transfer these men. The following were elected to the various offices for the ensuing half-year: President, Mr. W. Brown; vice-president, Mr. W. E. Overton; treasurer, Mr. L. Begg; trustees, Messrs. Milington, Seymour, Humby; secretary, Mr. James Hill; outside delegate, Mr. Hussey; committee, Messrs. King, E. Jahuke, T. Carr, Savage, Paull, C. Carr, T. Grantley, Bettinson, H. Ward, Lawday, Rudd, Dudda, Smith, Dobman, Clark, Murray, Nicolson, Hodgson, Delegates to Trades Council, Messrs. Hill, Begg, Hodgson, Horncastle, Carr, Oriander, Overton, Paull, Hussey, Jahuke, Savage, Grantley, King, Wright, Lawler, Dolman, Smith, Bettinson. Auditors, Messrs. Booth and Banks; district secretary, Mr. W. Young. A vote of confidence in Mr. Hill the secretary, was passed, also votes of thanks to gentlemen who had served as officials during the past half-year. Mr. Walter Brown was proposed and accepted as an honorary member of the Union. The entrance of all new members into the Branch during the past week was confirmed. Notice of a public meeting of seafaring men to be held in Unity Hall on Tuesday, January 14, was given, and it is earnestly hoped that all seamen in port that night will endeavour to attend to hear a Trades Unionist view on Trades Unionism.

SOUTHAMPTON BRANCH.

At the meeting held on December 31, Mr. Edward Arnold in the chair, the nomination of officers for the ensuing six months took place. Mr. Tizard proposed that Mr. Edward Arnold be asked to retain the chair. Mr. Henry Lowe, M.C., seconded. Mr. Chivers objected. The appointments must wait until next meeting. Agreed to. Mr. Swaptman proposed that Mr. Sprague retain the vice-chairmanship; Mr. Morgan seconded. Mr. Chivers proposed Bro. Shears retain office as treasurer; Mr. Tizard seconded. Members of committee: Messrs. Bailey, Lowe, Chivers, Swaptman, Gandy, Chappell, Rainsley, Payne, Young, Dawkins. Auditors: Mr. Lowe proposed Mr. Tizard (refused); Mr. Tizard proposed Mr. T. Chamberlayne and Mr. Hallatt; Mr. Gandy proposed Mr. John Wilson, Mr. Twynam seconded. Correspondence: The secretary read a circular from head-quarters, re deputation to wait upon members of Parliament respecting load line. Mr. Lowe proposed Mr. Swaptman as a member of the deputation, Mr. Young seconded, and it was carried. Mr. Sprague proposed Mr. Chivers, and Mr. Swaptman seconded; Mr. Tizard proposed Mr. Arnold, and Mr. Gandy seconded, with power to add to number if necessary. Mr. Morgan proposed that the secretary write to Messrs. Giles and Evans enclosing circular. Mr. Whitlock came to the meeting to make final arrangements for demonstration to welcome Mr. Tankerville Chamberlayne. The seamen should assemble at their office at 6.30 p.m. on Monday. Two bands would be sent to head them.

ABERDEEN BRANCH.

At the usual weekly meeting on December 23, Mr. J. Farquharson, president, in the chair, there was a large attendance, owing partly to the fact that many are gathering home to spend the New Year among their friends. The members of this Branch desire the secretary to express their best wishes to fellow members at home and abroad, and greater prosperity to our national ship. In the

last report of this Branch our correspondent omitted to give the name of our worthy treasurer, Mr. Wm. Pirrie, who was unanimously elected to that post. As the new rule admits of 12 for a committee three had to be added, Messrs. Jamieson, Shirran, and McDonald. One of the delegates on the Trades Council having gone to sea, Mr. Thos. Buchan was appointed in his room. Correspondence was next read, there being a letter from Tidal Basin Branch anent members wilfully missing their passage, and as the Branch had no standing order bearing on the matter they unanimously adopted the resolution as embodied in the correspondence, with thanks to Tidal Basin. The next matter that engaged the attention of the members was the fact that we had found out that a member of another Trades Union had shipped in one of our weekly passenger boats. A remonstrance was sent to the office-bearers of that Union, but it is some time ere they have a meeting, and it would not be wise in the meantime to go further than to state that we would hope the time is past when this can be permitted by members of one Union towards another. On December 28 another special meeting was called on two matters. The first was the admission of a George Mutch, who had scabbed during the strike, one who was very acceptable to one London Company in helping them out of their difficulties. They have now, a showing their gratitude, declared they had too much of him. The secretary read an apology from him, saying how sorry he was for what he had done, and pleading that the members might admit him; but they, too, would have none of him. As shewing the sincerity of this man, a large steam vessel was wanting runners for Cardiff, and as the members had previously arranged rates for runs to all likely ports, the run rate was refused in this instance; and he, with a few others, assisted in defeating the members of the Union in getting the run and getting the figure as arranged. While at this, one is made to wonder where men turn up from; when a difficulty arises, there they are. It makes one think of this saying, "where the carcass is there the eagles are gathered together." Brother secretaries remember him much. We are sorry to record the faithlessness of three members in connection with this last matter. Borenston, a Middlesbro' member, and two belonging to the Aberdeen Branch, will be dealt with according to their deserts. The position of the Aberdeen Branch is that numerically we are close on 550 financial members; financially it is most encouraging; last week we quadrupled all our former attempts. Our members are taking fresh courage, and the year 1890 is opening up with better prospects for the Aberdeen Branch.

GREENOCK BRANCH.

At the weekly meeting December 26, Mr. Andrew Marshall in the chair, 7 new members were enrolled, after which the following were elected to the various offices:—President, Mr. A. Marshall; vice-president, Mr. John Gallacher; secretary, Mr. E. Donnelly; treasurer, Councillor Mitchell; trustees, Councillor Ritchie and Mr. George McMillan; committee, Joseph Cairns, Archibald Buchanan, James Thompson. The further election of committee was then postponed until after the New Year. A motion calling upon the executors to provide a steam launch for the Clyde was then passed unanimously; Mr. Donnelly was appointed to wait on Mr. T. Sutherland, M.P., on the compulsory load line question.

At the Lowestoft Police Court last Monday, December 30, William Peek, fisherman, of Pakefield, was charged on remand for not having, as master of the fishing-boat *Unity*, of Lowestoft, exhibited the proper lights at sea in such places and at such times according to regulations provided under the Merchant Shipping Act, 1862, on November 17. The magistrates, after consultation, said that from want of evidence they had no alternative but to dismiss the case.

At a special meeting of the North Shields Local Marine Board, Mr. T. Y. Bramwell (the clerk), presented, on behalf of the Board of Trade, a bronze medal to Fred. Boors, a German seaman, one of the crew of the British steamer *Napier*. On the Nov. 27 last, while that vessel was proceeding across the Atlantic, she fell in with the Sunderland steamer *Domingo*, on a voyage to Philadelphia. The latter vessel experienced terrible weather and became unmanageable. Her boats being damaged the 21 hands composing the crew were unable to abandon her, until sighted by the crew of the *Napier*, some of whom, including Boors, put off in one of their boats, and, at great risk to their own lives, rescued the whole of the crew of the *Domingo* from their perilous position. At a meeting of the board held recently the second mate of the *Napier* was awarded a silver medal for similar services on the same occasion. The chairman then handed the medal to Boors, who, in returning thanks, said, though a foreigner, he was proud to sail under the British flag.

A NORTH SHIELDS correspondent writes as follows:—A select committee of the National Labour Union has drawn up a stevedore's price list, which, having been sanctioned by the District and Executive Councils, will be presented to employers, the demand being that the new list shall come into force on January 1, 1890. The list includes that 9d. per ton be paid on all general cargo by steam that does not contain sanitary pipes, crates, Dundee bales, bottles, or machinery; and 1s. 1d. by hand and 6d. per hour for night work above tonnage. Riggers and sailors in dockyards, &c., be paid 5s. per tide, no tide to exceed six hours; and any rigger or sailor on board a vessel in the river or docks be paid 6s. per day, and 9d. per hour at night. That not less than six men constitute a gang by steam and eight a gang by hand. That the question of ship's crews working their own cargoes be abolished, that none but Union men be employed. Ship's gear to be rigged and examined before work is commenced, the same to be charged to ship account. In cases when men are ordered up or down the river, and being stopped from any cause not their own, they must be paid the regular time wages viz., 6 a.m. to 6 p.m., 7d. per hour; 6 p.m. to 6 a.m. 9d. per hour. Saturday, 9d. per hour after 1 o'clock. In case of any man being disappointed in the vessel not being moved, he be paid 2s. 6d., this being half a tide. All coal and coke loaded men to be paid 1s. per ton for hoisting and trimming, as per dock prices. Amongst the other conditions is a price list for loading various cargoes, the prices varying from 3d. per ton for bulking heavy pig-iron with steam, to bark 2s. 1d. per ton.

WILLIAM FINNIE, 59 years old, an engine-fitter, was working on board the steamship *Bothnia*, lying in the Langton Graving Dock. He was going from the quay to the ship on a gangway 25 feet long and 4 feet wide, when he stumbled and fell off the gangway on to the dock steps, and from the

steps he rebounded to the bottom of the dock and was killed.—At Messrs. J. L. Thompson and Sons, North Sands, Shipyard, J. Warner, employed in the yard as a "catcher" boy, slipped from the top of a ladder and fell into the hold of a ship in course of construction, a distance of fully 30 feet. He is not expected to recover. The men were about to place him in a cab, when, on the same vessel, James Carney, Ripon-street, Monkwearmouth, a shipwright, fell from some staging on the ways, and, in the first case, was picked up with a fractured skull. He was removed in an ambulance to the Monkwearmouth and Southwick Hospital, Roker-avenue. Carney died there soon afterwards.—Mr. Wynne B. Baxter, the coroner for East London, has held an inquiry at Poplar, into the death of James Webster, 53, sailmaker, lately employed in the *Lady Joslin*. William Watts, the captain, stated that on Sunday, December 15, they were off the Lizard, and deceased was assisting the others to put the anchor over the bow, when the tackle, by which the anchor was being lowered, gave way, and the block belonging to the same fell on deceased and knocked him down. Witness had him removed to the saloon, where, after examination, he found that deceased had fractured his leg. No doctor being on board witness set the leg, but deceased continually complained of pains in his back, which led witness to suspect spinal injury, which eventually proved correct, the deceased losing the use of both legs. He died just as they entered the East India Dock. Dr. Gray, of Poplar, deposed to being called to see deceased on the arrival of the ship in the docks. Death was due to fracture of the spine. He had examined the fractured leg, and found that the captain had set it equally as well as any professional man could have done. A number of witnesses were called, but it did not appear that any blame in reference to the tackle was attachable to anyone, and the jury returned a verdict of accidental death.

NOTICE

TO

Branch Secretaries.

Branch Secretaries who have not yet done so are requested to at once inform the Editor of "SEAFARING" of the time and place of the weekly meetings of their Branches, also to furnish him with the name and address of the solicitor and medical officer of their respective Branches.

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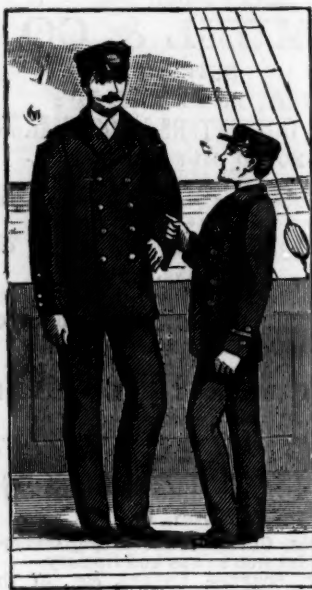
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